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FRIDAY, SEPTEMBER 19, 1919.

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The Hongkong Telegraph.

(ESTABLISHED 1881).

REUTER'S TELEGRAMS.

FRENCH AMBITIONS IN SYRIA.

GREAT BRITAIN GIVES ASSURANCES.

Paris, September 16.

Temporary arrangements regarding Syria have been agreed to by France and Great Britain, providing for the replacement of British troops by French and assurances that Great Britain will support French desires for a mandate over Syria.

M. Clemenceau and Mr. Lloyd George have reached a temporary agreement regarding the disposition of French and British troops in Turkey.

The British will withdraw their troops to Lower Syria and Palestine, leaving the French in Syria.

The French will negotiate with Emir Feycal concerning the exact boundaries they will occupy.—*Hans*.

ALLIED ULTIMATUM TO GERMANY.

IMMEDIATE WITHDRAWAL OF TROOPS FROM LITHUANIA DEMANDED.

Paris, September 16.

Marshal Foch was present at both the sessions of the Council of Five. He was instructed to send a Note to Germany announcing that the Allies hold Germany responsible for the occupation of Lithuania, the Note to be in the nature of an ultimatum and ordering German troops to be withdrawn immediately.—*Hans*.

ANXIOUS EYES TOWARDS UNITED STATES.

FRANCE WAITING TO KNOW AMERICAN PEACE ATTITUDE.

Paris, September 16.

Some French critics hold that the French Chamber is prolonging the debate on the ratification of the Peace Treaty because the Government wishes to know what the United States will do with the Treaty.—*Hans*.

THE MARSEILLES STRIKE.

EIGHT-HOUR DAY ACCEPTED.

Paris, September 16.

The dockers' strike has ceased, the dockers having accepted the employers' offer for an eight-hour day.—*Hans*.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

FLYING FROM ENGLAND TO AUSTRALIA.

PREPARATIONS IN THE STRAITS SETTLEMENTS.

Singapore, September 18.

In connection with the *Daily Mail* competition for £10,000 for the first successful airmen to fly from London to Australia, Capt. Rigby and Lieut. Bryce were to have started, in a small Martinside two-seater, fitted with floats, from London on September 8 under the auspices of the Royal Aero Club, Pall Mall. The airmen are due to arrive here on September 23.

The Borneo Co. has charge of the landing and the probable sites will be the Racecourses both at Penang and Singapore. The airmen are also calling at Rangoon and Batavia.

Should anyone sight the machine in difficulty, he is asked to immediately wire to the Inspector General of Police or the Borneo Co. Expenses will be refunded.

ANOTHER EX-GERMAN SHIP.

Singapore, September 18.

The a.s. Stolberg, another ex-German merchantman, now flying the Inter-Allied flag, arrived here from Dutch waters yesterday. This makes twelve of these vessels to arrive. Two have left.

TO-DAY'S CHINESE TELEGRAMS.

PREPARING FOR GERMAN TRADE.

Shanghai, September 19.

It has been decided to abolish the regulations in regard to commerce and property against German and Austrian subjects as the first step to be taken in the peace attitude towards them, and that the word "enemy" shall not be used again in documents.

NORTH V. SOUTH.

Shanghai, September 19.

Tuan Kien's party has declared that if peace can be concluded in Shanghai, it will mobilise the Participating Armies, the North-West Army, the Fengtai Army and the An Mu Army to fight the South, the Southern Provinces.

KOWLOON NOTES.

Kowloon Cricket Club beat the Police Recreation Club, in the Bow's League, last Saturday, by 20 points. This is last match of the season to be played by the K.C.C., before the holding of the annual general meeting, which is to take place on the 30th inst.

There are many matters of import to be discussed at the annual meeting of the K.C.C. The newly elected officials, whoever they may be, will have a strenuous year before them. In addition to a large increase in membership, many old adherents to the Club have returned to the Colony and the new membership for the forthcoming year is expected to exceed all previous records.

In this connection we understand that at the forthcoming meeting, the question of the erection of a new Club House, or pavilion, will be discussed. The present pavilion has, for some two or three years past, been found inadequate and there is not the slightest doubt that any proposal for a more up-to-date club house will meet with general approval.

Arrangements are complete for the cricket season, and nets are now up for practice.

We are asked to state that members of the K.C.C. desirous of playing cricket should send in their names to the Hon. Secretary. Also, members wishing to join the Golf Section, should intimate their desires to the Hon. Secretary of that section.

Just before going to press, we learn that there will be a members' practice cricket match to-morrow commencing at 2.30. It is hoped that all members interested will turn up. The two elevens will be scratch teams and selected on the ground before the match.

The annual meeting of Wigwam Tennis Club will be held on Saturday next, the 27th.

Some time ago we referred, in this column, to the fact that we had applied to the military authorities for information as to what use it was intended to make of the plot of ground adjoining the Kowloon Godown Company's property outside the Ferry Wharf, and when the dirty hoarding which enclosed the plot was likely to be removed. We also stated that after kicking our heels for the best part of an hour outside the sanctum of one of the Military officials we were told that no information could be vouchsafed on the subject.

Naturally, we assumed that some work of military importance was going on, the details of which it would be inadvisable to make public, although it was pretty generally known in Hongkong and Kowloon for what purpose the Military authorities originally acquired the land.

However, the deadly "secret" is now out. Instead of forts and guns it is latrines and ricksha shelters. The hoarding is now being pulled down and the P.W.D. is to build an additional latrine and shelter for ricksha coolies. We must be careful the enemy does not get hold of this information!

But perhaps there is more in the matter than meets the eye.

A correspondent writes as follows:—I do not know whether you are a light or heavy sleeper but if the former you must often be impressed by the variety of Kowloon's night music. Souna's band in a death grapple with the latest Broadway jazz palis before this midnight and early morning. The former is a dead man's song.

Chinese Paderawas and Indian gin-drinkers who whine. They seem to choose the hour, also, when all the roosters in the neighbourhood are debating the probable representatives for the Legislative Council honours, roosters with and without an idea of decent harmony, and roosters which must, assuredly, have swallowed alive a few buck frogs to judge by the intermingling of notes. The best time for listening to this latest jazz is 3 a.m.; numerous budding musicians having then ceased the four-finger exercise on cheap pianos. These Kowloon "notes," Sir, are well worth airing, and all concerned deserve their due reward; instant death. I know a few old soldiers who intend to organise night raids on some of the parties, and if the raids are successful each participant should receive the O.B.E. at least

to secure certain figures from a source, in fact the only possible source, from whence reliable information could be obtained on this point (and it is not a Government source). Roughly, the total reaches about one thousand. This is the minimum figure. A more generous estimate would add another five hundred, but we prefer to be on the safe side.

In view of these facts, can Kowloonites be blamed for asking that they should have a representative on the Council to look after their needs? The present state of affairs has been going on for the past three or four years and yet we have only just got the promise of adequate measures for dealing with fire. Are we to wait another three or four years before we get a hospital?

We firmly believe that it is by pure chance we have even got our fire station. If the position of C.S.P. had not, luckily, been filled by a man of extraordinary energy and ability, Hongkong might have fiddled whilst Kowloon burned.

In all fairness however, it must be said that our worthy C.S.P. has given tangible evidence that he is more or less alive to the condition of things in Kowloon. It cannot be denied that the Peninsula has been terribly neglected in many directions and this has no doubt been due to the ignorance of the officials of the rapid growth of the community on the mainland. The C.S.P. has taken the trouble to see for himself and the new Fire Station is one of the results of his inspections.

But one man cannot tackle the whole job, and think of everything. The C.S.P. has plenty to think about in connection with Hongkong and he wants somebody to help him do the thinking so far as Kowloon is concerned. That "somebody" is the representative we want on the Legislative Council.

"Church-goer" writes:—I regret, I cannot agree with the remarks of Robert McWhirter in connection with the refusal of the St. Andrew's Church Vestry to allow the Church Hall to be used for the purpose of holding a political meeting. I think any Church officials would adopt the same attitude. The argument that the Hall was presented to the public and not to any particular body (and I do not admit the accuracy of that statement) does not hold good. The Hall was undoubtedly intended as a gift to assist in Church work, not for holding public meetings of any kind. I am quite certain that the officials of Union Church would take the same stand as St. Andrew's Church have done, and I should imagine that if there were a hall attached to St. John's Cathedral, any suggestion that it

should be used for the purpose referred to, would create a furor amongst Church-goers. I think it a pity the suggestion was ever made.

There has been another outbreak of "barracking" amongst the ricksha coolies outside the Star Ferry Wharf and the awful muddle that takes place when the evening ferries bring across the workers from Hongkong is appalling. One gentleman, the other day, nearly had his eye poked out by the shaft of a ricksha. It is necessary to point out again to the authorities that the place where regulation is most needed is immediately outside the landing stage. A Chinese constable running up and down the length of the shelter with a stick only makes confusion worse confounded. One would think that the ricksha proprietors would take a little more trouble in the matter themselves. One morning they will wake up to find that they have to meet a heavy claim for damages from a person who has lost the sight of an eye or something of that sort.

By Mr. Lo.—He was standing by the compradore's desk. Two other men were present. He did not see plaintiff enter the room. Ah Kau came in for his money. He did not notice an account book in Ah Kau's hand. He was a disinterested witness. He remembered going to Ah Kau's house with the compradore to discuss the case. He advised them, friends, to settle the case.

Mr. Lo.—Yes. So much for your disinterestedness!

By Mr. Davidson.—He took no part in the discussion between the compradore and Ah Kau.

Cheng Lok-u, a clerk in Hastings Hodge, and Co., employed in the compradore department, said he knew Ah Kau when the latter came for his money, not before. He asked Ah Kau to pay commission but it was refused. The compradore asked the reason commission was refused. Ah Kau then replied that if he were asked to pay commission again he would lose money. The compradore, seeing that Ah Kau would lose, and as the one per cent commission was so small, gave Ah Kau the chequa. Ah Kau said the original bill was not such as he was instructed to make it out afterwards by somebody in the office.

By Mr. Lo.—Ah Kau did not say to witness that the price of the flags had been cut down. The compradore did not ask Ah Kau to explain what he meant by his statement in connection with the alteration of the bill. He did not hear Ah Kau tell the compradore that the contract was made on condition that the price should be net and that nothing should be deducted.

Mr. Lo.—Ah Kau has stated that from the witness box.

Witness.—I did not hear him say it in the compradore's office.

Addressing the Court, Mr. Davidson said he took the position that the innuendo was too wide and therefore plaintiff's case must fail. His Lordship had to decide whether the defendant had invented the story. He submitted that the evidence was inadequate to support that.

Mr. Lo said he rather thought that Mr. Hodge had not "played cricket" in the manner he had acted and in his increased condition of "plaining." Witness.—

You have been under oath and will not give evidence in contradiction to your previous statement.

KOWLOON MEETING.

USE OF MASONIC HALL REFUSED.

With regard to the movement for holding a public meeting of Kowloon residents on the subject of the representation of Kowloon on the Legislative Council, we hear that the application made for the use of the Masonic Hall, Kowloon, for the purpose has been refused, on the ground that a clause in the lease prevents the use of the Hall for any other than Masonic purposes.

We understand that an effort will now most likely be made to secure the use of a room in the City Hall, in which event the meeting will probably be confined to Kowloon residents.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 11d. 16d.

THE WEATHER.

Forecast—Fine. Barometer—29.96. Temperature 2 p.m.—81. Humidity 2 p.m.—46.

SLANDER ACTION.

JUDGMENT RESERVED.

The hearing of the case in which A. da Souza, of Messrs. Hastings, Hodge and Co., claims \$1,000 damages for slander from Chan Fuk-kwong, compradore of the same firm, was resumed this morning before Mr. Justice Melbourne.

Yeung Ngai-hing, a share-broker, stated in the witness box, in reply to Mr. Davidson, that he was acquainted with the parties in the action. He was in the compradore's office of Messrs. Hastings and Hodge on a date early in August. On about the 1st or 2nd of August he went to the office to ask for ricksha money. Ah Kau came in for payment. The compradore asked for commission. Ah Kau replied that he could not give it as someone in the office instructed him to make out the bill different to the original bill. If he gave commission he would lose money. That was all that passed. He did not know whether Ah Kau was paid or not.

By Mr. Lo.—He was standing by the compradore's desk. Two other men were present. He did not see plaintiff enter the room. Ah Kau came in for his money. He did not notice an account book in Ah Kau's hand. He was a disinterested witness. He remembered going to Ah Kau's house with the compradore to discuss the case.

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THE METROPOLIS OF THE WORLD.

NEW YORK COMPETING HARD WITH LONDON.

Mr. F. A. McKenzie writes.—Five years ago there were two world capitals, Paris, the artistic and London, the commercial and financial headquarters, Paris, despite the stress of war, retains her ancient place. There is none to dispute it. Cut London must look to her laurels. New York has grown to her stature. To-day New York is nearing London in population; the two cities are running a neck-and-neck race for supremacy in world shipping; and New York has ousted London from her place as the centre of world wealth.

The war strengthened New York and drained the resources of London. The North Sea, the gateway of the Thames, was closed by mine, submarine, and raiding destroyers, while Ambrose Channel remained open. London, long the richest city in the world, pawned her securities, which for centuries had brought tribute from the ends of the earth, by the billion, to pay for gold and goods for England and her allies; most of these securities were absorbed by New York.

All the world had to come to America for manufactured goods. In other words, all the world had to come to New York, for nearly one-half of America's foreign trade goes through this port. The elaborate machinery for world commerce which London merchants had built up by centuries of enterprise, from the days when Elizabethan venturers sent their expeditions to Barbary, the Caribbean and around the Cape to the Indies, rusted. There was no time to manufacture goods, and no ships to spare to carry even what there were. A man cannot tend the counter when the burglar has his hand on his throat. The young Englishmen who held watch and ward for London in the outlands of the world took the first boats back home to don khaki when war was declared in August, 1914.

Napoleon sneered at the Britisher as a shopkeeper; but shop-keeping counted very small then. SACRIFICED FOR VICTORY.

London emerged from the war not ruined—not by any manner of means—but impoverished. Over a hundred thousand young Londoners had lost their lives, at least an equal number were permanently stricken. Everything had been sacrificed for victory. There had been no time to mend the streets, to paint the houses, to build needed homes. Men were wearied caught up in the inevitable reaction that follows a tremendous and long-continued strain. The gold had gone from the bank coffers; the securities had been depleted; happily credit remained and character strengthened by war. New York emerged scarce showing a scratch, stronger, richer, more populous, and more powerful than ever in her history.

To-day we are witnessing the slow, steady revival of London and the efforts of New York to employ her new strength and power to best advantage. In these first months of peace New York finds her position as advantageous as in the days of war. For many months to come the world at large must turn to her for aid. But soon we will see a renewed London stretching itself forth again.

And if war cost London much, it gave it much also. It proved that generations of commerce had not robbed a people of their soul, and it gave the British people a new incentive for social reform more drastic than once seemed possible. New York and London are both concerned with the prosperity of each other. If by some strange freak of nature New York were wiped off the map to-morrow, London would go bankrupt and vice versa. The two are partners rather than

rivals, but partners conducting different branches, and each determined to show the other what he can do.

No two cities could well present a greater contrast. Manhattan is an island of rock bordering on a bay opening into the Atlantic; London is an inland valley of sand and clay. New York proclaims its majesty and wealth to every visitor by its titanic sky line, that seems as though it would storm the very heavens. London conceals its wealth behind shabby exteriors of low elevation. London is scattered over a wide area, covering 669 square miles; the majority of the population of New York is crowded on three dozen square miles. New York overwhelms one with its evidences of power and of human accomplishment; London at first often disappoints, but its charm grows the more one knows it.

A LOVER OF THE IMMENSE.

New York loves the immense. Its foremost building—one which generations to come will count among the great monuments of all ages—is 792 feet 1 inch high. Please do not overlook the one inch. London will not permit private houses or offices to be more than a hundred feet high. New York's main railroad depots are palaces of marble, titanic in size, and more splendid than the palaces of ancient Kings. Charing Cross London, the gateway of the world, is a modest, unassuming, and comparatively small building. New York, having completed a hotel of 2,300 rooms, now contemplates another with 2,500. The costliest hotel in London, in which five Kings and ruling Prince once lived apart from each other at the same time, boasts less than 300 rooms.

INHERITED DESTITUTION.

Each capital has its own special problems. That of London is in hereditary destitution, the existence of a large class born in poverty, bred with the aid of charity, marrying on nothing, living in slums and with little hope, save in exceptional cases, of emerging. The war has done more to galvanize the very poor of London into new life and give them new hope than have five hundred years of charity. The large areas of very poor in London have for generations repelled friendly stranger, appalled the sympathetic, overwhelmed the social reformer. If war has brought them betterment the war will in the end be London's gain, not London's loss.

New York presents no such spectacle. I have walked through miles of east side streets in the summer of 1919, and have not yet seen a really ragged or hungry child. I do not say that they do not exist, but I have not yet found them, and I am accustomed to hunt out poverty in its lair. You can, if you will, find one picturesque beggar woman on the stone steps of a Fifth Avenue church. She is an artist in her line. There are one or two other beggars scattered about. A few old men are to be found around the one-cent coffee-stand outside the Tombs or lounging on the seats in City Hall Park. But poverty is not the problem of New York. The problem here is rather to secure stability in local administration, to suppress concealed corruption in public affairs, and to assimilate the enormous number of foreigners who have made New York their home.

THE UNASSIMILATED FOREIGNER.

Italians and Syrians, Greeks and Poles, Slovaks, Galicians, Ruthenians, Russians, and Czechs, with the Jew from all these nations, form communities of their own here. Many of them never learn the American tongue. They have their own methods, their own churches, community houses, and revolutionary groups, they read their own newspapers, and clinging to their own ideals. If ever New York City is caught in the new world revolt, it will be the un-

assimilated foreigners who will do it. In addition to this there is the problem of an older race, now taking more insistent form. Now York has great and growing negro colonies.

The old negro colonies, in Fifty-ninth Street and in Sixty-second-Sixty-sixth Streets, have a still bigger offshoot away uptown, between 126th and 140th Streets, East, where there is a real negro city within a city. The war came to the negro as the message of a new era. He is awakening, as never before; whether for good or ill the next three years will show.

London still leads in population, but the difference is diminishing every year. Some statisticians, comparing Greater London with an imaginary area called metropolitan New York, assert that New York is now ahead. Metropolitan New York embraces all urban districts within ten miles of Greater New York. To make this comparison fair we would have to add the population for ten miles around Greater London to the British capital. Let us confine ourselves to the real areas of both places.

Sixty years ago, what is now Greater London numbered 3,000,000. The proportion was three to one. In the forty years that followed London doubled and New York trebled its population, making the proportion two to one. Fifteen years ago there were ten persons in New York for every seventeen in London. In 1911 there were eleven in New York to sixteen in London. Today there are four in New York to five in London.

TWIN WONDER CITIES.

I estimate that New York and London will tie in population in the year 1932, when each will have about 8,000,000 inhabitants, the twin wonder cities of the world. It is fair to assume that New York will continue to grow at her present rate. The growth of London will not be quite so fast as before the war, because of the heavy losses of population there. The only thing that is likely to put any check on the growth of New York is the congestion now prevailing. More trade is seeking to come to New York than New York can take. Waiting ships cannot find dock room, and there is no spare warehouse accommodation for cargoes. Houses are so scarce that landlords are in many cases raising rents 50 per cent. as lessees come to an end. If the present tenants grumble, there are plenty more waiting. Men search for weeks for offices downtown without finding what they want. The value of land has reached an almost incredible figure, and this figure has been reflected in rents. Land around Wall Street has sold at the rate of \$20,000,000 an acre.

So long as people are resolved to come in they somehow make room for themselves; and with readjustment New York can accommodate many more. The time is coming when hotels in region of Times Square and Forty-second Street will be turned into office buildings, and when the real social centre of New York will start at the Plaza and Columbus Avenue and go upward.

LONDON'S ADVANTAGE IN TRADE.

London has an advantage over New York as a shipping centre. It is a free port, where the goods of the world can be received to await their ultimate market.

Take, for example, the case of a merchant who wishes to despatch a shipload of goods to Buenos Aires. There must be an assembling point for these goods. If he tries to assemble them in New York, he at once comes up against the stringent requirements of the customs. London encourages this trade. One ship from Cobh will bring silk, a ship from Cadiz wines, another from Philadelphia shoes or cottons. These loads can wait in the London docks until the ship from Buenos Aires is ready, with a minimum of trouble.

THE FINANCIAL CENTRE.

When the Secretary of the Treasury recently spoke of New York as the financial centre of the world, some people expressed astonishment. Before the war that was London's undisputed claim. London had the money, London had the credit, and London held the hidden wires that control world finance.

To-day, while London still re-

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London as a free port has become the warehouse of the world. The merchants of Manhattan want New York to be the same. Great organisations are at work to induce Congress to establish a free zone. A prominent advocate of the plan admitted gloomily to me not long ago that one of the main obstacles was the difficulty of convincing politicians that an attack on protection was intended. They would think that a free port was in some ways connected with free trade!

Despite all drawbacks, New York is running a neck-and-neck race with London for shipping prominence. Immediately before the war there was only a difference of 5 per cent in the favour of London in the value of cargoes handled in the two ports while the net registered tonnage of shipping entering and leaving New York much exceeded London. The British capital, unlike New York, only handles a small proportion of British export trade, not more than about 12 per cent.

New York will soon have to share her world trade more and more with other ports. Her proportion is now declining all the time. Philadelphia to-day has all the freight she can handle. Boston will become a more and more powerful rival. The ports of the South will, in the near future, take much that comes to New York to-day. But American trade is growing so fast that New York Port must grow with it. The only question is how far the authorities will make it possible for the growing trade to continue to centre here.

WORLD OF HIGH FINANCE.

It may be that the great fight for supremacy will be fought by New York and London in the world of higher finance. As New York centralises the financial control of America, so London centres the financial interests of the British Empire and her dependents. But what I have seen of the financiers makes me believe that they never fight when they can amalgamate, and the future will see, even more than the past, the union and fusion of Wall Street and Lombard Street.

London and New York will reign as twin Queens, the one dominating in the East and the other in the West. They will find their ultimate ambitions in co-operation. Each has much to learn from the other. Each can aid the other. Between both there runs a feeling of friendship and alliance. They are in a mutual alliance; they are in a mutual alliance.

NOTICES
MOTOR CYCLES OF THE FUTURE.

THE LUXURY MACHINE.

Just as there are two broad principles which govern the design of a motor-car, either to aim at excellence irrespective of cost or to aim at a low price with less regard to finish, so there are two similar policies in connection with motor-cycle production. Needless to say, finish per se and low price per se form the extremes of a scale somewhere along which each manufacturer will select a position which to his idea, represents the best compromise; and it is, perhaps, only natural that the great majority of makers tend rather to cluster around the mid-point of the scale, so that their products differ greatly neither in finish nor in value for money. In the car market there is an almost innumerable variety of vehicles, the designers of which have sought to unite in them something of Rolls-Royce elegance and something of sterner economy.

But what of the Rolls-Royce of motor-cycles? Can anything be done at this end of the scales? Singularly enough the only serious attempt which appears to have been made comes from America, in the form of a powerful four-cylinder machine notably complete in its specification and of undeniably luxurious running. This is a manifest reversal of the usual order of things, but the case of this particular make is by no means exceptional, for it may be said without exaggeration that most of the American motor-cycle firms, or at all events those which are sufficiently big to be represented in this country, aim at luxury regardless of price to a far greater extent than does the British manufacturer. The latter, it almost seems, has insufficient confidence in the future of the motor-cycle to embark upon the Rolls-Royce policy, although he is actually better equipped for carrying it out than his transatlantic competitor. He appears to be unable to throw himself clear of the idea that the two-wheeler is a sort of stepping-stone, and has no economic independence of its own. He is dreadfully afraid that a very high price, even though it may be justified by all-round excellence in the specification, would be inclined to drive his customers into buying cars, and that people use motor-cycles only because they are a cheap form of locomotion.

This is very nearly a complete fallacy. Without doubt the introduction of an efficient £100 car at the present time would divert a large number of orders from motor-cycle makers whose machines are listed at about that figure, but there would still be left a tremendous demand for motor-cycles: simple because they are motor-cycles. Price has little to do with the enthusiasm with which the two-wheeler is associated and if every existing motor-cyclist were bequeathed a fortune to-morrow, it is quite safe to say 75 per cent. of them would remain motor-cyclists, though they might purchase cars as a supplement to their favourite mount. It is equally safe to say that the bulk of motor-cycle makers would agree to this proposition if it were put to them, for they are well aware that they sell to the wealthy no less than to those of limited income. It is consequently difficult to understand why the out-and-out luxury machine has not received more attention.

Mass production of mediocrity is not the only safe commercial policy, for there are still a vast number of people who will buy the best of everything. A motor-cycle designed for solo or sidecar work with a specification which includes a four-cylinder "aluminum" engine, preferably water cooled, with overhead valves, completely enclosed transmission, four-speed gear box and clutch, efficiently sprung frame with quick detachable disc wheels, complete electric equipment of dynamo, batteries, lamps, and horn; really effective mud-guarding and weather protection so that the rider can wear ordinary clothes; speedometer and other instruments properly incorporated in the design, would, providing it cost about £150, as a solo mount, be bought, not in tens, but in thousands, and for some years would be immune from competition from the bulk-output machine.

That this sort of motor-cycle will be produced some day in the near future is more than probable; it is quite certain. Only one hopes that Great Britain will be its country of origin.

NOTICES.

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TURKISH PRISON HORRORS.

APPALLING CONDITIONS.

reigned, as they collected round the prison director, Hussein Faud, screaming out. "He steals our food; it is he who sells our rations, and now when you have let him he will have us beaten."

These prisoners, whom the State is bound to feed, clothe, and care for, were merely a mob of half-naked, lousy human beings with shrunken, wasted bodies, and ravenous eyes, gradually dying of starvation, cold and disease brought on by neglect. To condemn a man to a long term of imprisonment here is to condemn him to a lingering death. On an average in the past months some three to four died weekly of their starvation and ill-treatment regime. Time after time, as Englishmen who have been in their gaols can testify, when protests are made against the famine diet, the officials reply, "May you all die; that will mean so many less for our country to feed."

In the women's wards, where the same conditions of frightfulness prevail, one room, to which all the rest have access, contains a bad case of typhus and several other neglected sick women. This room has only one bed; thirty-two women died in the past two and a half months. There are several women with their babies of a few months old in the prison. They, too, live under the same starvation conditions. The beating of prisoners is a common occurrence.

SQUALOR, DISEASE, AND DEATH.

In January Rear-Admiral Webb visited the house of detention at Stamboul (where men were confined while awaiting trial), and here the conditions were, if possible, worse than in the central prisons.

In an old tumbled-down building, with a small, ill-paved courtyard, I found imprisoned 185 Moslem and Christian Ottoman subjects. In two big rooms on the ground floor nearly all the boards of the flooring had been torn up by the prisoners for firewood, as also had some of the supports of the staircase leading to the upper storeys. On the ground, which had been laid bare by the removal of the boards, was an indescribable collection of excrement and filthy cast off rags of prisoners, the whole being a breeding-place for vermin of all kinds. The prisoners were lying about on boards, and sometimes even on the bare earth, and none of these had any covering other than the filthy rags which still clung round them. The smaller

prisoners, whom the State is bound to feed, clothe, and care for, were merely a mob of half-naked, lousy human beings with shrunken, wasted bodies, and ravenous eyes, gradually dying of starvation, cold and disease brought on by neglect. To condemn a man to a long term of imprisonment here is to condemn him to a lingering death. On an average in the past months some three to four died weekly of their starvation and ill-treatment regime. Time after time, as Englishmen who have been in their gaols can testify, when protests are made against the famine diet, the officials reply, "May you all die; that will mean so many less for our country to feed."

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What made the horror of these places even worse was that all were still awaiting trial.

Subsequently Vice-Admiral Webb visited the central prisons. Of the hospital he wrote:

There were some sixty beds, with mattresses lying either on the ground or floors, subsequent medical examination showed that between 80 and 90 per cent. were suffering from scabies. Quite a number have become consumptive through starvation and malnutrition, and many forms of illness were raging among them. There was not even a pretence of their being given any medical attention. Their diet, which consisted of very coarse and indigestible bread, is augmented once daily by a cupful of so-called "soup," so repulsive in taste and smell that even the prisoners in their ravenous hunger often turned away from it in disgust. I smelt it and the stench was overpowering; to taste it was impossible.

Of the miserable creatures lying or sitting about on the ground and floors, subsequent medical examination showed that between 80 and 90 per cent. were suffering from scabies. Quite a number have become consumptive through starvation and malnutrition, and many forms of illness were raging among them. There was not even a pretence of their being given any medical attention. Their diet, which consisted of very coarse and indigestible bread, is augmented once daily by a cupful of so-called "soup," so repulsive in taste and smell that even the prisoners in their ravenous hunger often turned away from it in disgust. I smelt it and the stench was overwhelming, which is hardly to be wondered at.

As the result of this visit the Turkish Government authorised the inspection of the sick by British medical officers, and the removal of many sufferers was secured. Admiral Calthorpe reported, however, that the whole system was so honeycombed with bribery and corruption that it was hopeless to expect any real improvement while the Turks remained their own masters.

The sanitary arrangements, or rather the lack thereof, are best left to the imagination. Bathes were, of course, practically an unknown quantity, and even drinking water was so stinted that they clamoured loudly to be given some. The upstairs rooms were few degrees less horrible, inasmuch as the floors were intact, but even here this mob of rotting, ragged, tattered devils were living under appalling conditions.

The authorities seem to have no concern as to sending the sick prisoners at this place to any hospital. Lying behind the door of one of these noisy dens I saw a man in a peculiar attitude,

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The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 19, 1919.

THE POLITICAL CAMPAIGN.

In the minds of those who have been watching political developments at home, there can be little doubt that everything at the present moment is tending towards the probability of a fairly early General Election. The Coalition Government has won the war, and it has made peace. It would be willing to "carry on" longer. But the electorate is once again becoming restless and evincing a desire for a change. So the various parties are drafting their several policies, domestic and otherwise, and political campaigning is beginning in real earnest. In British politics we have become quite accustomed to seeing one group of politicians returned to power with a tremendous majority, only to find that before long its existence as a Government is resented by the voters. It is the old story of the swing of the pendulum, and, judging by present indications, we are about to see the same process in operation once again.

A question of deep interest in this connection is whether the Coalition Government, headed by Mr. Lloyd George, will be able to face a fresh appeal to the country with any likelihood of its being again returned to power. We should doubt it. We say this, not because we undervalue the services rendered to the Empire by the Premier, but because we believe that the country is wanting an Administration which will espouse clear-cut, unambiguous, disinterested ideas, and that it is unlikely to find that wish met by a mixed group of politicians whose very existence as a Government rests on compromise. The average elector likes an outspoken Member of Parliament, one who does not trim his sails to his political opponents, which is what most of the Coalition Ministers have been guilty of. It is for this reason that the extremist in politics usually cuts a more definite and prominent figure in political life than does the man of more moderate, balanced, and possibly saner views. And it is same in regard to Parliaments and parties, which, after all, are only congregations of men, as it is with individuals. Mr. Lloyd George, we are told, is about to declare to the country the Coalition Government's agricultural programme. Well, we cannot believe, remembering the vested interests with which the Premier has become entangled in the Coalition, that that programme is likely to be so acceptable to the electorate as are the policies of, say, the Liberals and Labourites, who have no such interests to placate. It is the same also in regard to other large issues which are likely to be raised in the coming campaign. Besides, the Coalition's way of dealing with these matters is not likely to be such as to command itself even to those who are frankly conservative in their outlook, since the Liberal element in the Government is bound to influence its general and specific outlooks. In other words, the Coalition is likely to fall between two stools; seeking to please all, it may satisfy none.

We may depend upon it that the fiscal question will loom large in the next election. Once before, a General Election was fought on the issue, with results that are known to all. Here the Liberals and the Labourites will probably secure more popular support for their views than the semi-Protectionists will. They will have an effective election watchword in "Cheap Food," which will take a deal of combating. Mr. Asquith and his henchmen may be counted upon to make full use of this cry. As to the Labour Party, it is a very debatable point whether they can get sufficient votes to place them in power. They are not altogether a happy family, and we have already made mention of the fact that at the last election the Labour and Socialist candidates failed to secure several million votes in working-class households. That may have been accounted for by the fact that most voters, irrespective of their political views, were desirous of sending back the Coalition for the purpose of making peace. In that sense, the General Election was no real test of the feelings of the country. The next one, however, is likely to be fought out on more definite issues and to give us a clear indication of what the country really wants.

NOTES & COMMENTS.

SOLDIER OR CIVILIAN?

Members of the Hongkong Defence Corps, and many others besides, will await with more than ordinary interest the result of the case in which a Malay States Volunteer has sought the assistance of the Court for an order to the effect that the Commandant of his Corps is bound to accept his resignation. We gave some details of the case yesterday, these showing that the Volunteer wished to resign because of health reasons, but that his request was refused on the grounds that the Corps was on active service, whereupon the Volunteer expressed his willingness to remain in the Corps if Army pay were conceded, this pay to be handed over to any charity which the Corps might care to choose. Now, there is an aspect of this case which has its bearing on Defence Corps service in Hongkong. The conditions here are admittedly not the same as those prevailing in the Malay States, as there is no doubt about the compulsory character of service there. But there is one point at which the two cases converge, and that is in regard to the status of men "on active service." The conclusion recently reached by our shrewd friend "Robt. MacWhirter"—that a man is either a soldier or he is not, and that, if he is, he is entitled to Army pay—seems unanswerable. How will the F.M.S. Magistrate view that point, we wonder?

THE TENNIS LEAGUE.

The Chinese Recreation Club has every reason to be satisfied with its doings in the Tennis League, whose season was wound up on Saturday by the champion defeating a selected team drawn from the remaining clubs of the League. Throughout the season the C.R.C. has shown a consistency and high standard of play which demonstrate once again the skill of the Chinese in a game with which a few years back they were totally unacquainted. The Tennis League has been a big factor in maintaining interest in the game locally, besides which it has raised the standard of play all round. The Junior League has been extremely popular this year, thanks largely to the energy and enthusiasm shown by Mr. Mohler, and the form shown by the younger players has been surprisingly good. We regard this Division as of even more importance than the senior League, inasmuch as it is from the youths playing under its auspices that we must look for Hongkong's future players. The experience which these lads gain in League encounters is of the utmost value to them.

A SUGGESTED REFORM.

While it is true that the past season has been a successful one, that observation applies rather more to the top-most teams in the Senior Division and those Clubs who entered the Junior League. It is not true of the "B" Clubs who went into the competition in the belief that there would be "A" and "B" divisions in the Senior League. These latter could not hope to make any showing against the Colony's best players, and though they no doubt profited somewhat from the experience, the fact remains that they could only expect a monotonous series of defeats. It was hard lines on these teams to find that they were put in with two or three "A" Clubs, with one of whom the championship honours were bound to go. They had no option in the matter, either, the fixture list being drawn up on these lines without the "B" clubs being in any way consulted. If it so happens next season that there are not sufficient teams to form an "A" Division and the past season's method is followed again, we suggest that when an "A" team plays a "B" team the former should be placed under a handicap of owing a fixed number of games. This would add to the chances of the "B" teams and make the tie far more interesting all round. It might even give a "B" team the chance of coming out on top. The suggestion is one that has much to commend it, and we trust that next season it will be given the consideration it deserves.

LINER PASSENGER'S FLIGHT.

On the arrival of the Aquitania at Southampton recently Mrs. Leon Errol, a saloon passenger, wife of the well-known actor, in order to keep an engagement flew to London in an aeroplane piloted by Captain Hammerley, R.A.F., reaching London an hour and a half ahead of the other passengers. Among the passengers on the Aquitania were Prince George of Denmark, the Earl and Countess of Lindsey, and Sir Herbert Kowell.

DAY BY DAY.

A LAUGH IS WORTH A HUNDRED GROANS IN ANY MARKET.

Yesterday's health return shows one fatal case of gastro-enteritis, the victim being a Chinese.

Mr. F. C. Clayton, of the Guaranty Trust Company, of New York, has joined the Asia Banking Corporation as Sub-Master. He arrived here last week.

The Chinese Chamber of Commerce are on the qui vive to obtain a suitable site for their new premises. They have been negotiating for sometime. It is rumoured that they are making a bid for a portion of the old Post Office building.

The Police have received a report from Noordin's at Beaconsfield Arcade, stating that between the hours of the 17th and 18th someone broke into the shop at the back. The thief broke open the safe and stole 30 sovereigns and two rupees the total value amounting to \$3,033.

A Chinese boy was charged to-day with stealing a brass-bearing from Taikoo Docks. Defendant said that his father was very sick, and had sent him a letter asking for money, so he had to steal the thing to obtain money. Inspector Angus stated that defendant had written to his person to that effect. Mr. R. E. Lindsell sentenced the man to three weeks' hard labour.

Vice-Admiral W. L. Rodgers, Commander in Chief of the Asiatic Fleet of the United States Navy, arrived at Canton yesterday. The party will stay in Canton till Monday morning. To-day they will be shown the city, and to-morrow evening a banquet will be held in their honour at the Asia Hotel by the Chinese-American Association. American Consul and Mrs. Carl D. Meinhardt, will be hosts to an informal dinner in the party's honour on Sunday evening, at the American Consulate-General at Shameen.

Mr. Dawson, who opened the local branch of the Asia Banking Corporation, is leaving to-morrow for Shanghai, on his way back to New York. He is Vice-President of the whole organisation and has been at the opening of most of the branches in the Far East. The Manila branch was opened on the 15th instant. It was marked by a reception, all the Government officials at Manila, and the Governor-General attending. It is expected to open the Canton branch on about October 1st. The Bank has now branches in Tientsin, Peking, Hankow, Manila and Hongkong. It is also opening one at Changchow, in North China, about the 1st of next month.

Messrs. Alex. Ross and Co., are shortly issuing a well-got-up catalogue which will reflect the greatest credit on this enterprising firm. It will contain a mine of information for the motorist and others. The issue of this catalogue will mark a new epoch in the local history of this house, for very soon it will go into its new and commodious premises, previously occupied by the Dragon Garage. From all appearances the new premises will be worthy of such a rapidly expanding business as that of Messrs. Alex. Ross and Co. The Kowloon branch is already a growing institution. Mr. D. K. Moss, the able manager, is certainly imbued with most up-to-date ideas.

The master of the steam launch Sui Yik was prosecuted this morning before Captain Basil Taylor, R.N., Marine Magistrate, with unlawfully carrying 113 passengers in excess of the number allowed by his license outside the local trade limits at 6 p.m. on the 8th instant. Police Constable R. C. Butcher said he was on duty in No. 4 Police launch off Nanking on the 8th, at 6 p.m. He stopped the steam launch Sui Yik coming from the east to Hongkong, and with defendant counted 49 passengers on the upper deck and 146 on the lower. The launch was licensed to carry 82 passengers outside the local trade limits. After Mr. Gardner, magistrate, heard the Court, His Worship fine defendant \$50.

ROBBIE'S LETTER.

TO HIS NEPHEW AT HOME.

Hongkong, Sept. 17, 1919.

Dear Alick,

Now, my lad, ye want to go dead easy on the hard luck line of talk that's been running through your last two or three letters. Aye mind that the world is divided into two classes; the Wishers and the Workers. As McGlusky once said, the woolgatherers, the lazybones, the time-wasters and the day-dreamers, they all belong to the Wishers. Wi galvanometer ye couldn't find a trace o' will-power worth mentioning, but their wishing-power is most awful. And as for the brain-stealers ye'll get them in every office. They're the folk that talk nicely to ye, soak in your ideas and then palm off their bright and clever suggestions as their own. Aye, there's a lot of that sort of thing going on. But you don't want to throw any fits over it. Man, it's a compliment, a sign of your progress. Aye mind that a thin skin is as much handicap as a thick head.

But the brain-stealers are no confined to your immediate vicinity; they're everywhere; they're here in Hongkong. Many taiman to-day has mental larceny to thank for his entrance into the Club, b's house at the Peak and his go at Fanling. If it hadn't been for that same thing, Macpherson would have been still doing a six hour watch out of the twenty four instead of wearing silk pyjamas and a self-satisfied smile. Lots of us take the credit of other folks' accomplishments by the same process as a lie can be acted though unspoken. The

United States of America rely on a Protective Tariff, and seem to have flourished on it. They will probably be Great Britain's most potent Trade competitors in the future, and their competition, plus that of Germany and others, may cause Great Britain to find it necessary to alter her system of Free Trade as practised in the past."

But the brain-stealers are watching you, it's a safe test of worth. Whatever your rivals do, patience will pull you through. Don't worry about their dirty tricks....

.....no, says I. Gilgal is no

in Roxburghshire and, what's more forbye, says I, nasty-like,

"sang froid" isn't the name of a fancy fern, besides ye needna

crow so loud, for a man's no beat

till he's dead. Some men imagine

they're the whole orchestra

because they've got drums in

their ears. Mac's like a lot more,

he aye mistakes the last word

for a clinching argument. That's

the worst o' a brain that's aye

running an obstacle race—it has

too many ups and downs. It's

the shallow brook that bubbles

the loudest, mind I'm telling

ye.

But as I was saying, Harston's a bonnie fighter. There's no much in his punch, but man, his foot-work is fine. There's no catching him. He's the devil and all for ducking under what you think will be your most telling blows. His simile of Jenny Geddes and the foot-stool was very apt, but there's no shame in being twitted as her descendant, for she it was, who, by clouring Dean Hanna's head that day, caused the famous riot from which sprang the formal protest against the foisting of English Episcopacy on the Scottish people.

It would indeed be foolish for me to take a lesson out the book of these "Scottish Seers" who stupidly overruled General Leslie's practical skill and knowledge on the hill before Dunbar in September 1650 and thus gave Cromwell the honour of inscribing "Dunbar Drove" on the credit side of England's military ledger. Aye, it was a disaster right enough; another instance of folks interfering in other folks' business. The early Protestantism of Scotland was a political as well as a religious force. It was an outburst of the democratic spirit against that of the rich churchman, the most obvious autocrat of his day. At the same time, mind ye, the new Protestantism was intelligently narrow, colourless to a degree, and crafty in its ways. In controversial matters it is not necessary to prove a business method and not discriminating tariffs were, in this instance, the determining factors. May not the same circumstance account for the "enormous increase in Germany's trade"?

No, sir, the tariff system alone cannot guarantee prosperity to a nation.

Now for another point and then I must finish for another week. The italics are mine.

Mr. Harston in one place says that Great Britain may find that she cannot do without tariffs, and in another place he says that American and German competition may cause Great Britain to find it necessary to alter her system of Free Trade, as practised in the past. In yet another place he

HONGKONG DEFENCE CORPS.

Administrative Orders by Major J. H. W. Armstrong, V.D., Acting Administrative Commandant state—

STRENGTH.

No. 190 Lance-Corp. W. Lyle, Engineer Company, is permitted to resign, on leaving the Colony, 30th September, 1919.

ENGINEER ORDERS.

Orders for Engineer Company by Captain R. Hall state—

D.E.L. INSTRUCTION CLASSES.

Recruits will parade for D. E. L. instruction under R. E. Instructors at Belchers at 9 p.m. on Wednesday, 24th September. These classes are obligatory for all who have not passed for the "Proficient" (1/-) rating. Officer on duty: Lieut. W. Brown.

Those who wish to attend classes for higher ratings should send in their names to the C.Q. M.S. Engineer Company, H.K. D.C. Headquarters.

PAY.—PAY AND TRAVELLING EXPENSES.

Pay and Travelling Expenses for August will be issued at Engineer Company Office, H.K.D.C. Headquarters, between 5.15 and 5.45 p.m. on Tuesday, 23rd and Wednesday, 24th September.

INFANTRY ORDERS.

Orders for Infantry Battalion state—

ANNUAL MUSKETRY COURSE.

N.C. Os and men who wish to fire their Musketry Course at King's Park Range in the early morning, as was done last year, instead of in the afternoon are requested to send their names to the Adjutant.

"A" COMPANY.

Sunday, 21st September.—8.30 a.m. No. 1 Platoon at King's Park Range. Annual Musketry Course, Part 2, Practices 5, 6, 7 and 12, Dress, Drill order with pouches.

TUESDAY, 23RD SEPTEMBER.

5.00 p.m. Nos. 1, 2, 3 and 4 Platoons (N.C.O.s and Men who have not fired these Practices) at King's Park Range. Annual Musketry Course, Part 3, Practices 13, 14 and 15, Dress, Drill order with pouches.

FRIDAY, 26TH SEPTEMBER.

5.00 p.m. Nos. 1, 2, 3 and 4 Platoons (N.C.O.s and Men who have not fired these Practices) at King's Park Range. Annual Musketry Course, Part 3, Practices 15, 16, 17 and 18, Dress, Drill order with pouches.

SIGNS AND SECTION.

Tuesday, 23rd September.—5.00 p.m. At King's Park Range. (N.C. Os and Men who have not fired these Practices) Annual Musketry Course, Part 3, Practices 13, 14 and

NOTICE

YEE SANG FAT CO.

JUST ARRIVED

SMART

High Grade

BOOT & SHOES

in

Black

also

Patent Leather

with

Leather or

Neolin Soles

Price

\$11.50 & \$15.00

a pair.



Dr. Sawyer

Comfortable Cushion Shoes

\$16.00 to \$17.50 a pair.

YEE SANG FAT CO.,

Queen's Road, & D'Augilar Street.

TELEPHONE 1355.

AMERICAN CHAMBER OF COMMERCE.

AGITATION TO HAVE ONE FOR HONGKONG.

("Hongkong Telegraph" Special.)

With a rapidly increasing American community in Hongkong and American mercantile houses growing up here like mushrooms, it is hardly surprising that these enterprising people should stir themselves up with the object of establishing a Chamber of Commerce of their own. Interest in this and in the question of an American Club had been engendered for sometime, but although nothing tangible has resulted, the American community is sanguine that these two things will become *fait accompli* in the course of time.

Last week there was an informal meeting in the offices of Mr. George Anderson, Consul General for the United States of America, on the subject of establishing an American Chamber of Commerce in Hongkong. When interviewed by us on the subject, Mr. Anderson said:

"There has been some talk of establishing a Chamber of Commerce, but the whole matter is in the air. There was an informal meeting two weeks ago. Some of the members of the community thought that we ought to establish a Chamber of Commerce, and some that we ought not. The matter is now held in abeyance. It may be taken up later on, or it may not. There is nothing to be said about it. It is in a very inchoate state. Personally, I do not think anything will be done for six or eight months. What they talk of doing is organising a Chamber of Commerce similar to the Chinese Chamber of Commerce, and at the same time to co-operate with similar organisations in Shanghai and in the United States. The thing has been discussed for weeks and

months and eventually will be settled."

"In that case, if an American Chamber of Commerce were formed, the American houses would cease to become members of the Hongkong General Chamber of Commerce?" enquired our representative.

"There is no element of hostility. It is merely a question of organising a Chamber of Commerce to handle American interests as American, as distinct from Hongkong questions by Hongkong people."

"Do you think there is unanimity among the local American community?"

"Many are betwixt and between. They will be in favour when they feel it is time to act. They are not certain whether the time is yet. Eventually something will be done. Probably it will be done after a while."

"You don't think any feeling of competition would be engendered by the establishment of an American Chamber of Commerce in Hongkong?" enquired the interviewer.

"It would not be an organisation that would take the strength from the Hongkong Chamber of Commerce, nor be political in spirit. It would be a source of strength to the Hongkong Chamber of Commerce. There are some questions that ought to be handled by Americans, just as Chinese questions are handled by the Chinese Chamber of Commerce. Whether these questions are sufficiently numerous to justify such an organisation is the point. An American Chamber would simply mean that we would co-operate with the Hongkong Chamber of Commerce."

"Do you think you can enlist sufficient local support for such an organisation? I take it that it would be a big affair," asserted our representative.

"If we had an organisation like this we should probably have a properly constituted organisation to co-ordinate with the different

THE TELEPHONE GIRL.

[The Postmaster-General asks telephone users to remember that there is a human being at the Exchange end of the wire; and he warns that the language they use may some day provoke the girls to reply.]

Though rules official seal her lips.
She has a human side.
Remember that, when faults and slips
You petulantly chide.

"Number engaged!" Is she to blame?
And that "wrong number" call—
Small reason that so harsh a name.
On maiden ears should fall.

It may be that she seems asleep
When you ring up in vain;
But rouse her not with satire cheap
Or adjectives profane.

Beware! Withhold reproach and scorn:
Be careful what you're at.
You'll wish you never had been born
If she begins back chat.

LAST NIGHT'S BAND PERFORMANCE.

BROOKLYN BAND GIVES FINE ENTERTAINMENT.

No better proof of the appreciation of the kindness of Admiral Rodgers and the Officers of the U.S.S. Brooklyn, in allowing the ship's band to give an open air entertainment, on the Cricket Club ground last evening, could have been given by the community than the large number of people who attended the concert. His Excellency the Officer Administering the Government was an early arrival and many other prominent officials of the Colony were also present.

The selections on the programme were beautifully rendered and the Bandmaster, Mr. Acierto, displayed exceptional qualities as a conductor and he and his musicians supplied two hours of delightful music, the like of which we have not heard in Hongkong for many a day. The performance has made us greedy. We want more, and who could blame us? We think the beginning of the cold season in Hongkong of 1919 will be remembered by this performance, as one of the most successful and enjoyable functions on record.

Chambers of Commerce in Shanghai, Paris, Buenos Aires, Tokyo, and in all parts of the world—in fact all the big ports of the world.

The matter is still under consideration. I think it is probable that they may take it up in the spring."

"What's your attitude in the matter?" asked our representative.

"I personally do not take sides. If the community wants anything, I will, of course, push it along. There are two schools. One says we can get along without an American Chamber of Commerce and that when we have American questions we can call a meeting and settle it. The other school says: 'No, let's have a proper organisation.'

"If the community decide to have such an organisation would you be entrusted with its efficient running?"

"It would have to be carried through with somebody beside me. A thing like that rests with the community and not with me. It is not a question of money. We should have no trouble in getting that. The trouble would be to get the force back of the organisation, and keep up the interest."

WHAT YOU WANT SOMEONE HAS—ADVERTISE IT

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ONE CENT PER WORD PER INSERTION

TWO CENTS IF NOT PREPAID

Try a small advertisement under WANTED, TO LET, LOST, FOUND or FOR SALE. You will be astonished at the number of enquiries you will receive.

HOUSE OF HEROES.

In the ancient and popular quarter of the Faubourg du Temple, not far from the Place de la Republique, one of the most picturesque parts of old Paris, there is a huge old house inhabited by working men's families. Out of 35 tenants of this building who served in the French army during the war 25 have been killed on the battlefields. To commemorate this record of war casualties in a single house a little subscription was opened in the quarter, and yesterday a marble slab, on which were engraved the names of the tenants who fell on the field of honour, was set on the front. This is the inscription: "Never forget the heroes who have fallen for the defence of the Mother Country and the liberty of the world."

HAD A HARD TIME GETTING HER TEETH

UNTIL BABY'S OWN TABLETS WERE TRIED—THEN BEGAN IMPROVING AT ONCE.

The reason why Mrs. David Lee's physician prescribed Baby's Own Tablets for her child was because he knew them to be perfectly harmless; they are sold under guarantee, backed by a Government Analyst's certificate, that they contain absolutely no opiate or narcotic and can be given with perfect safety even to the youngest infant.

Says Mrs. Lee, who resides at Lindsay, Ontario, Canada: "My little girl had a hard time getting her teeth. She was quite feverish, her tongue was coated, her breath offensive and she vomited milk. On the advice of a doctor I gave

her Baby's Own Tablets and she began improving at once. She had not slept well at nights for three months, and I was almost worn out caring for her. Nothing did her any good until I gave her the Tablets. Now her food digests properly, her breath is sweet, her tongue clean and she is quiet and good. I can strongly recommend the Tablets to other mothers as they did my baby good when nothing else did."

Baby's Own Tablets, the Canadian children's remedy, are recommended in cases of simple fever, colic, constipation, indigestion, diarrhoea. They make teething easy, promote healthy appetite, restful sleep and regular development, are a remedy for worms. Sold by chemists or sent post free at 50 cents the vial by the Dr. Williamson Manufacturing Company, Lindsay, Ontario, Canada.

NOTICE

DAIRY FARM NEWS.

FRESH MILK

The value of pure fresh milk as a perfect diet cannot be overestimated.

Without fresh milk children cannot thrive.

The purity and quality of our milk is guaranteed.

Beware of adulterated and impure milk.

THE DAIRY FARM, ICE & GOLD STORAGE COMPANY, LIMITED.

NOTICES

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WHO KNOWS THE VALUE OF A GOOD APPEARANCE PAYS CAREFUL ATTENTION TO THE QUALITY, CUT AND PRICE OF HIS CLOTHES.

HE APPRECIATES A GOOD TAILOR BECAUSE HIS TASTES ARE UNDERSTOOD.

YOU WILL BE MORE THAN SATISFIED IF YOU GO TO

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21. HONGKONG HOTEL BUILDINGS.

wm. Powell
TELEPHONE 346

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"VIYELLA" AND LIGHT-WEIGHT
WOOL UNDERWEAR.

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WARMTH WITHOUT WEIGHT,
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PLAIN COLOURS, BLACK, WHITE and
FANCY DESIGNS. Price from \$1.00 to \$2.50
SPECIAL VALUE. WEAR GUARANTEED.

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GULF, AUSTRALASIA, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES.

18.	Leave Hongkong about	Due Marseilles about	Due London about
A.	1st Nov.	3rd Dec.	12th Dec.

FOR SINGAPORE, COLOMBO & BOMBAY.

ARA	5th Oct.	due Bombay about 23rd Oct.
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CALCUTTA via SINGAPORE, PENANG & RANGOON.

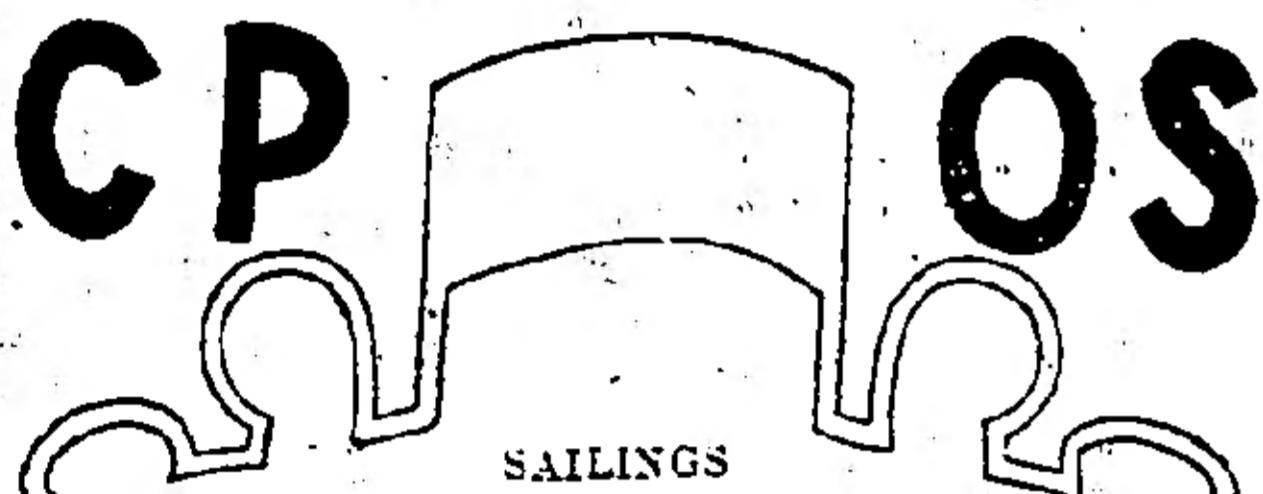
A.	24th Sept.	I do Calcutta, about 21st Oct.
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FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.

A.	leaves Hongkong about 30th September.	Due Yokohama about 14th October.
----	--	-------------------------------------

ARA 18th Sept. at daylight. Shanghai only.

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FROM DUE

STEAMERS.	HONGKONG.	VANCOUVER.
Empress of Asia	Oct 2	Oct 20
Empress of Japan	Oct 25	Nov 16
Monteagle	Oct 19	Nov 12
Empress of Russia	Oct 30	Nov 17
Empress of Asia	Nov 27	Dec 15
Empress of Japan	Dec 20	Jan 10
Empress of Russia	Dec 25	Jan 12

"EMPEROR OF ASIA" from Hongkong Ind October. Will not call at Shantung on account of Japanese Quarantine Regulations are relaxed in the interim.

Passage Fares Hongkong to United Kingdom.	
Emperors of Russia	Gold
18,000 Tons Reg.	Gold
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Fares subject to change without notice.	

Registrations for Passage for Season 1918 now being made. For particulars regarding fares, sailing and return of passage, rates and terms of accommodation, also details of descriptive literature apply to P. D. SUTHERLAND, GENERAL AGENT, Phone 752, P. D. SUTHERLAND & CO., LTD., HONGKONG.

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THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong at noon.

s.s. "ECUADOR" 8th October.

s.s. "COLOMBIA" 5th November.

s.s. "VENEZUELA"

Our steamers have the most modern equipment including over electric fans and electric lighting ALL LOWER BERTHS & large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the cuisine, and the attendance of passengers cannot be surpassed.

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For further information, rates, literature, schedules, etc.

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Phone No. 141, ALEXANDRA BUILDING, Chater Road.

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This vessel has excellent European accommodation for first class passengers, and was built expressly for the West River, being fitted with electric light and fans and is complete in every modern convenience.

An excellent table is provided. Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on the vessel without extra charge.

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Cargo to Overland Points U.S. in connection with Great Northern

Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

* FUSHIMI MARU Monday, 22nd Sept., at 11 a.m.

* (Omitting Manila & Shanghai.)

KATORI MARU Tuesday, 14th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,

Port Said & Marseilles.

IYO MARU Friday, 19th Sept., at Noon.

ATSUTA MARU Friday, 3rd Oct., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

TANGO MARU Wednesday, 24th Sept., at 11 a.m.

NIKKO MARU Monday, 22nd Oct., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San

Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

HWAHWU Tuesday, 23rd Sept.

SHINRYU MARU Thursday, 9th Oct.

CALCUTTA & RANGOON via Singapore & Penang.

TSURUGA MARU Tuesday, 30th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Monday, 22nd Sept., at 11 a.m.

AKI MARU Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU Saturday, 20th Sept., at 11 a.m.

KAIFUKU MARU (Omitting Shanghai) Thursday, 25th Sept.

TENSHIN MARU Monday, 29th September.

YOKOHAMA MARU Thursday, 2nd Oct. at 11 a.m.

HOSEI MARU (Omitting Shanghai) Friday, 3rd Oct.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.).

WAKASA MARU (London, Antwerp & Rotterdam) End of Sept.

TSUYAMA MARU (Marseilles & Liverpool). Thur., 2nd Oct.

DELAGOA MARU Middle of October.

TOYOKA MARU (Marseilles & Liverpool) End of Oct.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

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TENYO MARU End Oct.

SIBERIA MARU 10th Oct. (From Yokohama).

CHINO MARU 28th Oct.

PERSIA MARU 10th Nov.

KOREA MARU 10th Nov.

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15,000 tons. 11,000 tons. 10,000 tons.

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Nov. 1st, 1919. Oct. 7th, 1919. Nov. 22nd, 1919.

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Hongkong, 10. Apr. 1917.

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and Port Said."ALASKA MARU" ... Friday, 26th Sept.
"CELEBES MARU" ... Monday, 20th Oct.CENO & BOMBAY—Monthly service. Taking cargo on through
Bills of Lading with transhipment at Bombay to Co.'s
steamer.BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore."SAIGON MARU" ... Tuesday, 23rd Sept.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"SEATTLE MARU" ... Middle of November.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" ... Wednesday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service calling at AUCK-

LAND, N.Z. andADELAIDE.

"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung,
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"CHICAGO MARU" ... Tuesday, 30th Sept.

"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers
have excellent accommodation for 1st and 2nd class
saloon passengers and will arrive at and depart from the
O.S.K. wharf, near the Harbour Office.

"KAIJO MARU" ... Sunday, 21st Sept.

TAKAO via SWATOW & AMOY.

JAPAN PORTS—Moji, Kobe, Yakkaiichi & Yokohama.

"INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—

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Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

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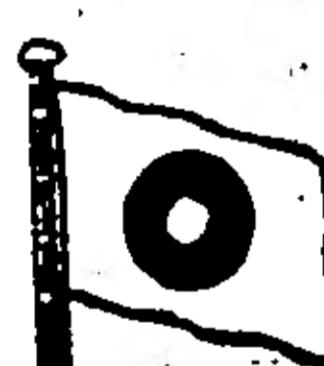
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"CITY OF SPOKANE" ... About September 20th.
"OLEN" ... October 14th.
"ICONIUM" ... October 22nd.
"SEATTLE SPIRIT" ... October 25th.
"WHEATLAND" ... November 1st.
"ENDICOTT" ... November 30th.
"GREVEGOER" ... December 20th.For PORTLAND direct.
(Calling at Shanghai and Kobe.)"WAWALONA" ... About October 31st.
"NISHINAMI" ... November 30th.
"MONTAGUE" ... December 15th.THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.
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SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" ... SAILING DATE

about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.

"WEST HEPBURN" ... Middle of Oct.
Through Bills of Lading issued to all parts of United States
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For particulars for freight apply to—

THE ROBERT DOLLAR Co.GENERAL POST OFFICE BUILDING TEL. 755.
THIRD FLOOR " 792.

Lloyd Triestino

S.S. "GABLONZ"Will be despatched on or about 19th September for Singapore
Penang, Colombo, Aden, Port Said & Trieste. (possibly calling at
Bombay)."**S.S. "NIPPON"**For Singapore, Colombo, Port Said and Triest.
about end November.First class passenger accommodation—single and double berth
cabins also cabins with 3 berths at reduced rates.

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AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Salings from Hongkong.

"Taekai" ... via Panama 23rd Sept.
"Eurymedon" ... via Panama 11th Oct.
"Eurybates" ... via Panama 7th Nov.
"City of Newcastle" ... via Suez 30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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HONGKONG & CANTON REISS & CO CANTON.**JAVA PACIFIC LINE**

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All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland
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General Managers,

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KONINKLYKE PAKETVAART MAATSCHAPPI

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 29th Sept. to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon
passengers.

Wireless Telegraphy.

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CONSIGNEES.

THE ADMIRAL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"COAXET,"

having arrived from Portland, Ore. via ports, on Sept. 16th, 1919
consignees are hereby informed that all
goods are being landed at their risk into the Hazardous
and/or Extra-Hazardous Godowns of the Hongkong and Kowloon
Wharf & Godown Co., Ltd., whence, and/or from the wharves,
delivery may be obtained.Goods not cleared by the 22nd
inst. will be subject to rent.All broken, chafed and damaged
packages are to be left in the
Godowns where they will be
examined. Claims against the
steamer must be presented within
10 days of arrival otherwise
they will not be reconized.Consignees of cargo must produce
an Import permit signed by the
Superintendent of Imports & Exports,
Hongkong before Bills of Lading will be countersigned.All broken, chafed and damaged
cargo is to be left in the
Godowns, where it will be
examined at 10 a.m. on Sept. 22nd
1919 by the Company's Surveyors,
Messrs. Goddard & Douglas.All claims must be presented
within 30 days of the steamer's
arrival here, after which they
cannot be recognized.No claims will be recognized
after the goods have left the
Godowns, and cargo undelivered
on and after Sept. 23rd, 1919 will
be subject to rent.No Fire Insurance whatever
will be effected.Consignees are requested to
send in their Bills of Lading for
counter-signature immediately.PACIFIC STEAMSHIP CO.,
Operating Agents, U. S. Shipping
Board.5th floor, Hotel Mansions.
Hongkong, 16th Sept. 1919.

NOTICE TO CONSIGNEES.

NOTICE TO CONSIGNEES.

From KOBE

THE Steamship

"KWAISANG."

having arrived from the above
ports, Consignees of cargo her
are hereby informed that all
goods are being landed at their
risk into the Hazardous and/or
Extra-Hazardous Godowns of the
Hongkong and Kowloon Wharf &
Godown Co., Ltd., whence, and/or from the
wharves, delivery may be obtained.Goods not cleared by the 22nd
inst. will be subject to rent.All broken, chafed and damaged
packages are to be left in the
Godowns where they will be
examined. Claims against the
steamer must be presented within
10 days of arrival otherwise
they will not be reconized.No Fire Insurance will be
effected by us in any case what-
ever.Bills of Lading will be counter-
signed by:JARDINE, MATHESON
& CO., LTD.

General Managers.

Hongkong, 15th September, 1919.

NOTICE TO CONSIGNEES.

From KOBE

THE Steamship

"CHAKSANG."

having arrived from the above
ports, Consignees of cargo by her
are hereby informed that all
goods are being landed at their
risk into the Hazardous and/or
Extra-Hazardous Godowns of the
Hongkong and Kowloon Wharf &
Godown Co., Ltd., whence, and/or from the
wharves, delivery may be obtained.No Fire Insurance whatever
will be effected.Consignees are requested to
send in their Bills of Lading for
counter-signature immediately.

PACIFIC MAIL S. S. CO., LTD.

NOTICE TO CONSIGNEES.

From KOBE

THE Steamship

"CHAKSANG."

having arrived from the above
ports, Consignees of cargo by her
are hereby informed that all
goods are being landed at their
risk into the Hazardous and/or
Extra-Hazardous Godowns of the
Hongkong and Kowloon Wharf &
Godown Co., Ltd., whence,

ADVERTISEMENTS.

BAQUERIA FILIPINA
(SHANGHAI)

LEADING TOBACCONISTS IN THE EAST.

STORE WILL BE OPENED
IN HONCKONG
10 DES VŒUX ROAD.BEFORE THE END OF
THIS MONTH
HEN THE NECESSARY PRE-
PARATIONS HAVE BEEN
COMPLETED.

TABAQUERIA FILIPINA,

26 ICE HOUSE St. (TEMPORARY OFFICE).

CONSIGNEES:

THE ADMIRAL LINE.

The Steamship

CITY OF SPOKANE

arrived from Seattle via
on Sept. 13th, 1919 con-
signees are hereby notified that
cargo is being landed at
risk into the Hazardous
Extra-Hazardous Godowns
in Hongkong and Kowloon
and Godown Co., Ltd.
and stored at con-
signees risk.

Consignees of cargo must pro-
vide an Import permit signed by
Superintendent of Imports
Exports, Hongkong, before
Lading will be counter-
signed.

All broken, chafed and dam-
aged cargo is to be left in the
towns where it will be
unloaded at 10 a.m. on Sept. 24th,
by the Company's Surveyors,
Goddard and Douglas.

All claims must be presented
within thirty days of the steamer's
arrival here, after which they
will not be recognized. No claims
will be recognized after the goods
have left the Godowns, and cargo
delivered on and after Sept.
1919 will be subject to rent.
No fire insurance whatever will
be effected.
Consignees are requested to
sign their Bills of Lading for
intersignature immediately.PACIFIC STEAMSHIP CO.
Operating Agents
U.S. Shipping Board.5th floor, Hotel Mansions
Hongkong, September 18th, 1919.

NIPPON YUEN KAISHA.

NOTICE TO CONSIGNEES.

from EUROPE AND STRAITS.

The Company's Steamship,

"KAGA MARU,"

arrived from the above

Consignees of cargo are
hereby informed that their Goods
are being landed and placed at
risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
here each consignment will be
settled out mark by mark and
every item can be obtained as soon
as the Goods are landed.
Optional Goods will be carried
unless instructions are given
to the contrary before NOON

NOON.

Goods not cleared by the 26th

September, 1919, will be subject
to rent.
Damaged packages must be left
the Godowns for examination
the Consignee's and the Co.'s
representatives at an appointed

time on Tuesday & Friday. All

claims must be presented within
two days of the steamer's arrival
after which date they cannot
be recognised. No claims will be
settled after the goods have left

the Godowns.

NIPPON YUEN KAISHA

Agents.

Hongkong, 9th September, 1919.

G. R. S.

NOTICE.

Permission given by His Excellency the Officer Administering the Government under section 10 of the Travellers Restriction Ordinance 1915.

On and after the 8th day of September, 1919—

(1) Persons who are in possession of such passports as are hereinabove mentioned and produce the same hereinabove mentioned are permitted by His Excellency the Officer Administering the Government to leave the Colony without a pass from the Captain Superintendent of Police.

(2) A British subject is permitted to leave the Colony, without a Police Pass, provided that he has in his possession a valid passport which has been issued or renewed within the last two years and provided that he produces such passport, on demand, on board of and prior to the departure of the steamer by which he is leaving.

(3) A Subject of a Foreign Power is permitted to leave the Colony without a Police Pass, provided that he has in his possession a valid passport granted by or on behalf of the Government of the Country of which he is a subject, and provided that he produces such passport on demand, on board of and prior to the departure of the steamer by which he is leaving.

2. A person arriving in and leaving the Colony by the same steamer is permitted to leave the Colony, provided that he has such valid passport as aforesaid and provided that he produces such passport, on demand, for examination on board, both prior to the arrival of the steamer in the Colony and prior to its departure from the Colony.

3. Members of ships' crews are permitted to sign on without obtaining a permit from the Captain Superintendent of Police.

Note:—1. All persons, who are either without a passport or without such a valid passport as above mentioned, must continue to comply with all the provisions of the Travellers Restriction Ordinance 1915.

2. To prevent delay in sailings, shipping companies should satisfy themselves that intending passengers have the necessary passports aforesaid in their possession.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of registration giving the particular required may be obtained at the G. P. O. and at all Police Stations.

The penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE,

C. S. P.

Hongkong, 5th September 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY the 20th Sept.

1919 commencing at 11 a.m.

at his Sales Rooms, Duddell Street

13 cases Assorted Soup

9 cases Honey

3 cases Currant Pudding

9 cases Sweet

10 cases Mixed Pickles

1 case Milk

10 cases Rolled Oats

Terms Cash on delivery

Geo. P. LAMMERT

Auctioneer.

TO BE LET.

TO BE LET.—Half Space of Store. May be used for office. Moderate rent. For terms &c. Apply Box 244 c/o "Hongkong Telegraph."

NOTICE

HUMPHREYS ESTATE AND FINANCE CO. LTD.

NOTICE is hereby given that an Extraordinary General Meeting of Humphreys Estate & Finance Company Limited will be held at the Hongkong Hotel on the 24th day of September 1919 at noon for the purpose of considering and if thought fit approving the draft new Articles which will be submitted to the meeting. A copy of such Articles and a copy of the existing Articles may be seen at the Offices of the General Managers in Alexandra Buildings. In such copy the portions of the proposed New Articles which differ from the Old Articles are indicated by underlining in red ink.

Should the meeting approve of such Articles with or without modification the subjoined extraordinary resolution will be passed.

"That the New Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board

G. RAPF,

Secretary.

Hongkong, 9th September, 1919.

G. R. S.

NOTICE.

On and after Monday Sept 15th 1919 the Post office and the office for the Registration of Persons under ordinance 6 of 1916 will be located at the Central Police Station and not at the Post Office Building.

E. D. C. WOLFE.

C. S. P.

Hongkong, 12th September, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY the 20th Sept.

commencing at 11 a.m.

at his Sales Rooms, Duddell Street

6 bales Periodicals

8 cases Freezing Machinery

1 case Brandy

23 tins Coffee

18 tins Biscuits

84 bags Flour

95 tins Yellow Paint

10 tins Soft Soap

5 cases "Three Boys" Soap

50 cases Bar Soap

30 pairs Rubber Boots

75 Pairs Hair Clippers

3 Sewing Machines

Terms: Cash on delivery.

Geo. P. LAMMERT

Auctioneer.

MOTORING IN KOWLOON.

CIRCULAR TRIP POSSIBLE SOON.

At the end of this month it is expected that the road from Kowloon to Castle Peak will be opened for motorizing. The road is in quite fair condition and there are no dangerous corners. It is one of the roads in the easiest bends in the Colony and with no steep gradients. The road will ensure a circular motor trip on the mainland. Starting from Tsim Sha Tsui, the old road skirts Shatin, Fanling, Autau, Pingshang, to Castle Peak, Tai La-cheung and Tsuiwan and back to Tsim Sha Tsui. From Tsim Sha Tsui to Fanling by the old road the distance is 21 miles and from Tsim Sha Tsui to Castle Peak the distance is 38 miles whilst from Castle Peak to Tsim Sha Tsui by the new road it is 19 miles—a total length on the circular route of 57 miles.

The whole road has been greatly improved and a splendid motor trip is made possible. Important work is being carried out in respect of widening the present Tai Po Road between the third and fifth miles. It is hoped that considerable improvements will be effected on this section of the road. Improvements are also being carried out on the section of the road between Loklaha and Tai Po.

SHIPPING ITEMS.

WISEMAN LIMITED.

The Best Tiffin
in town To-day

is at

WISEMAN'S.

Usual Price

\$1.00

Punch ticket for

30 meals \$25.00.

WISEMAN LTD.

Tel. 407.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Vœux Road C.E.,
Hawker B and Panopt Building.

Notice to Shareholders.

The Ninth Ordinary Yearly Meeting of Shareholders in the above Company, will be held at the Company's Office, St. Georges Building, Hongkong, on Tuesday the 30th September, 1919 at 11.30 a.m. for the purpose of presenting the Report of the General Managers, and Statement of accounts to 31st May, 1919.

The Transfer Books of the Company will be closed from 23rd September to 30th September 1919, both days inclusive.

GORDON & CO.

General Managers.

Hongkong, 16th September, 1919.

NOTICE.

ARMY AS A CAREER.

Many inquiries are being received from non-regular officers, who have served in a theatre of war,

as to the success of their applications for permanent commissions

in the Regular Army.

The Army Council regret the delay, but it is impossible to make any announcement as to how many commissions will be granted, until the future establishment of the Regular Army has been decided. At the present moment, the number of officers holding regular permanent commissions is in excess of known requirements.

SHEWAN TOMES & CO.

General Managers.

Hongkong, 16th September, 1919.

NOTICE

MERCURY GARAGE CO.

MOTOR CARS FOR HIRE.

TELEPHONE 977.

43,000 GERMAN PIANOS.

BRITISH MAKERS' FEAR OF DUMPING.

In the current number of

System

is a very interesting

article by a Special Commission

sent to Germany in March

and April of this year to make

careful inquiries into the business

situation there.

The writer is an

experienced business man and the

financial editor of a well-known

newspaper.

He sums up his

HONGKONG STORM SIGNAL CODE (LOCAL).

Introduced on 1st JULY, 1917.

DAY SIGNALS.

GENERAL SYMBOL.	MEANING.
1. (RED)	A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2.	Gale expected from the North (N.W. to N.E.)
3.	South (S.E. to S.W.)
4.	East (N.E. to S.E.)
5.	West (N.W. to S.W.)
6.	Gale expected to increase.
7.	Wind of typhoon force expected (any direction).

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal. When it is sounded after a black signal has been displayed, it will mean that there is a chance of a change in the typhoon's course, or for some other reason, that a gale may possibly come from the direction indicated by the symbol, or that a gale signal may possibly be hoisted later.

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Water Police Station and repeated at the Harbour Office.

The gale signal will be continued until all danger is over.

The gale signals will be displayed at the masthead of the storm signal mast on Blackhead Hill.

The Harbour Office, H.M.S. Tugboat, Green Island signal mast, the flagstaff on the premises of the Harbour Office, Kowloon Wharf and Gully, and the flagstaff on the premises of the Standard Oil Company, at Lai-chau-puk, and the signal near the Field Officer's Quarters at Lam-sam.

NIGHT SIGNALS. (Lamps.)

1.	2.	3.	4.	5.	6.	7.
WHITE	WHITE	GREEN	GREEN	WHITE	GREEN	RED
WHITE	GREEN	WHITE	GREEN	WHITE	GREEN	RED
WHITE	GREEN	WHITE	GREEN	WHITE	GREEN	RED

The Harbour Office, Green Island, will have the same illumination as the above.

Signal No. 7 will be accompanied by explosive bombs as above in the event of the illumination required by the signal being first sounded at 10 p.m.

SUPPLEMENTARY WARNINGS.

These local signals are displayed in the Harbour a CONE will be exhibited at the following stations—

GAF ROCK

WAGLAN

STANLEY

ABERDEEN

SAU XI WAN

SAI KUNG

SHA TAU KOK

TAI PO

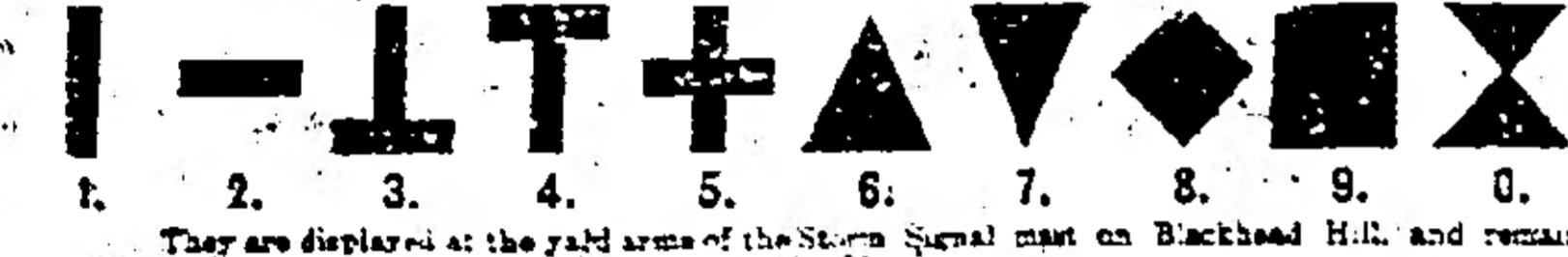
To notify the fact to native craft and passing ocean vessels, on demand, by signal from lighthouses.

Further details can always be given to ocean vessels, on demand, by signal from lighthouses.

HONGKONG STORM SIGNAL CODE. (NON-LOCAL).

Introduced on 1st JULY, 1917.

The signals are made by means of ten symbols representing the ten numbers—



They are displayed at the yard arms of the Storm Signal mast on Blackhead Hill, and remain small enough to be charged in the eye from the Observatory.

The following table gives the meaning of each symbol:

1. Position of centre; by 4 symbols at one yard arm.

2. Direction of motion and velocity of gale or depression; by 3 symbols.

3. Depression Signals.

4. Gale Signals.

The upper symbols of group (1) indicate the latitude, and the two lower symbols the longitude of the centre of the Typhoon or Depression in degrees, as nearly as can be ascertained from the information available. Only the tens and units of the longitude are given; thus, 19 indicates longitude 109° E.

The upper symbol of group (2) indicates the direction in which the Typhoon or Depression is travelling.

The middle symbol of group (2) indicates the velocity at which the centre of the Typhoon is travelling. Alternatively it may indicate certain conditions, or a Continental Depression. In such cases no velocity is given.

The lowest symbol of group (2) indicates the time at which the centre was in the region signalled.

The upper symbol of group (3) indicates the region threatened; the middle symbol the direction from which the gale is expected, and the lowest symbol the time at which gale conditions were first observed.

EXPLANATION OF THE SIGNALS.

The two upper symbols of group (1) indicate the latitude, and the two lower symbols the longitude of the centre of the Typhoon or Depression in degrees, as nearly as can be ascertained from the information available. Only the tens and units of the longitude are given; thus, 19 indicates longitude 109° E.

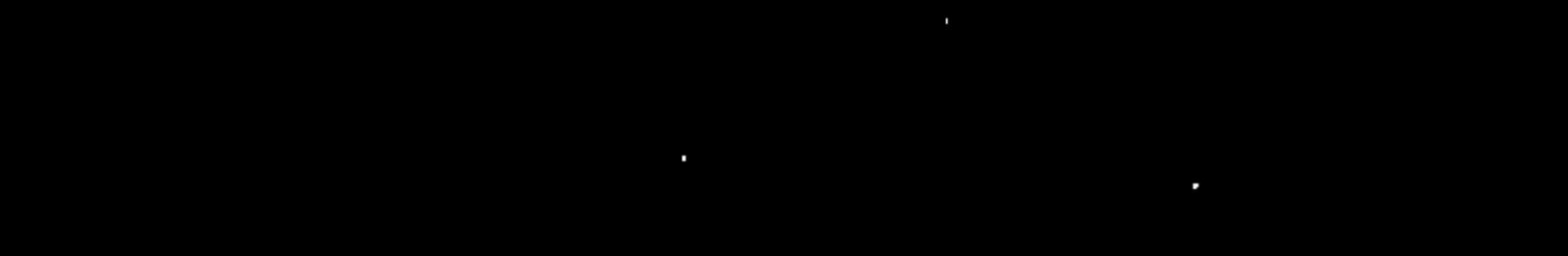
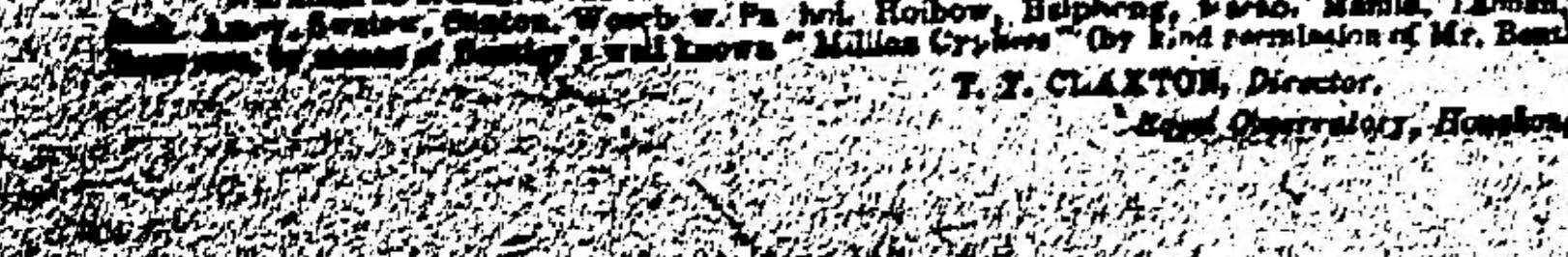
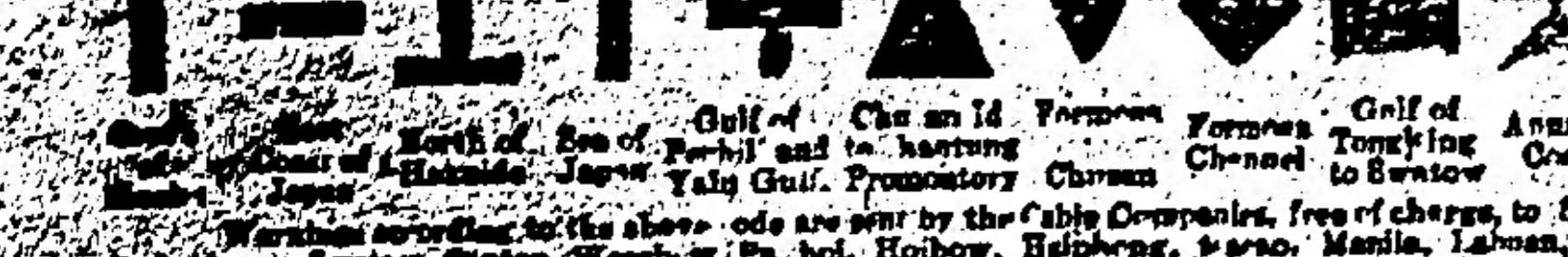
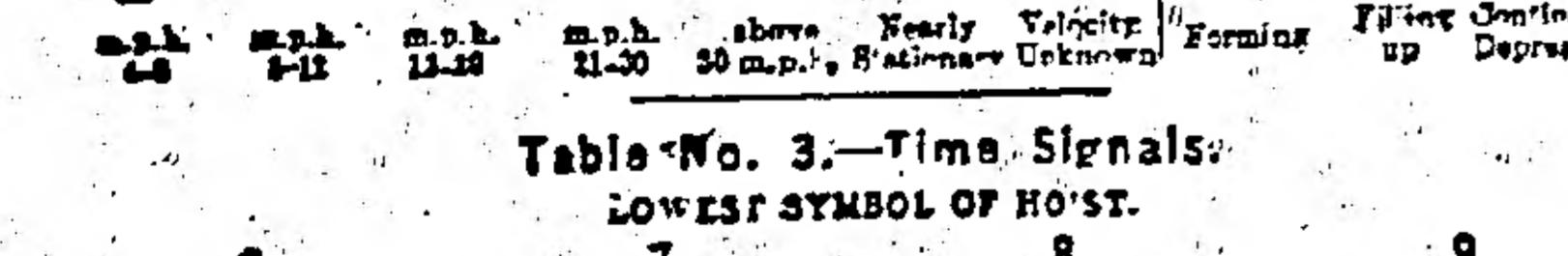
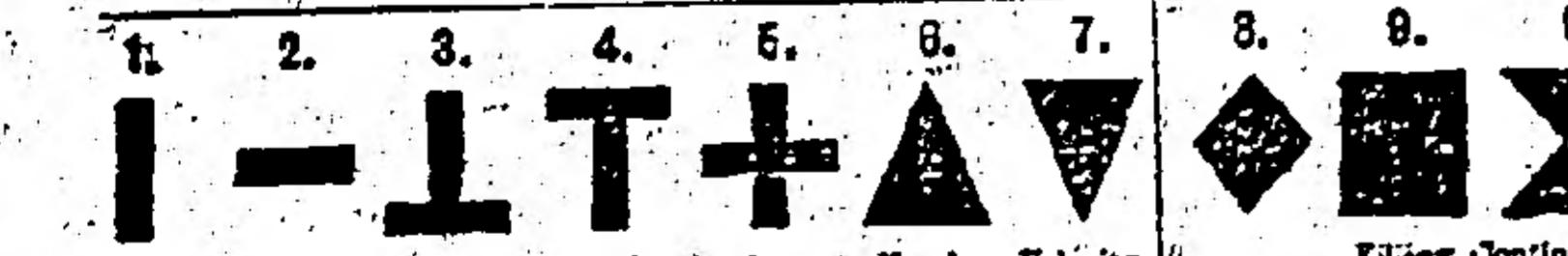
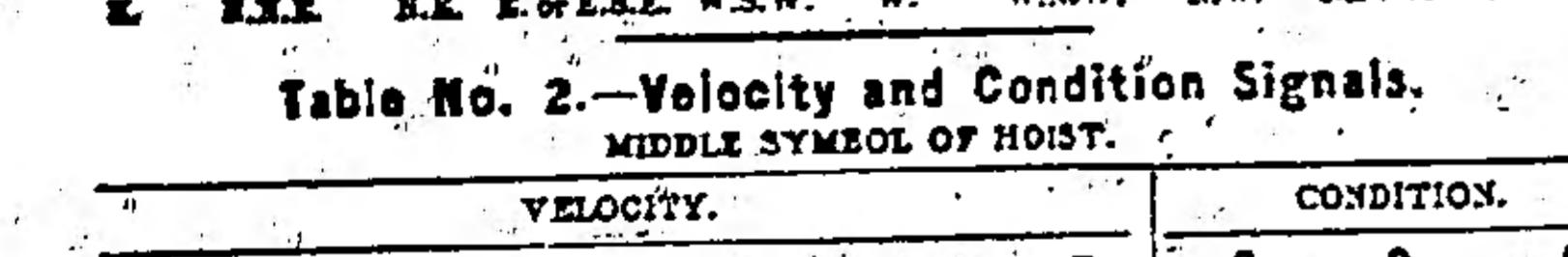
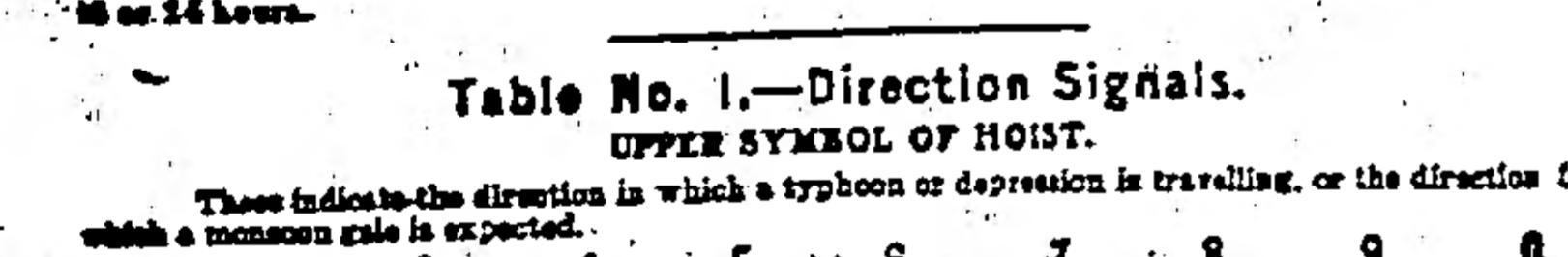
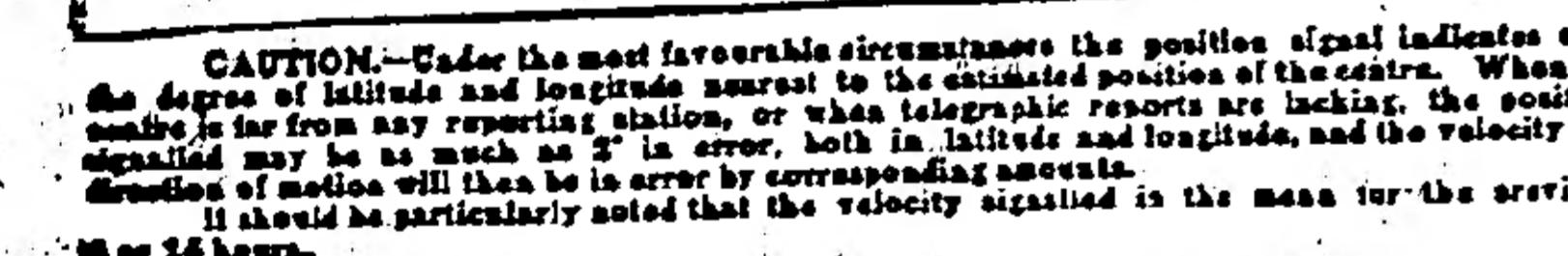
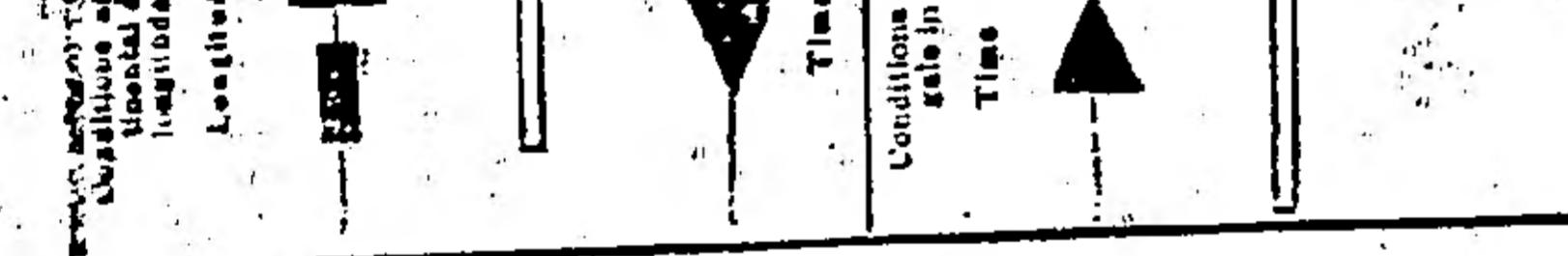
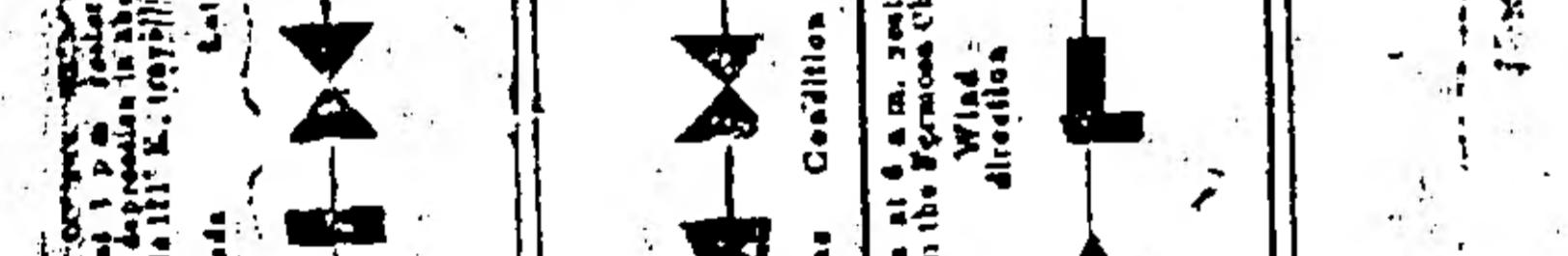
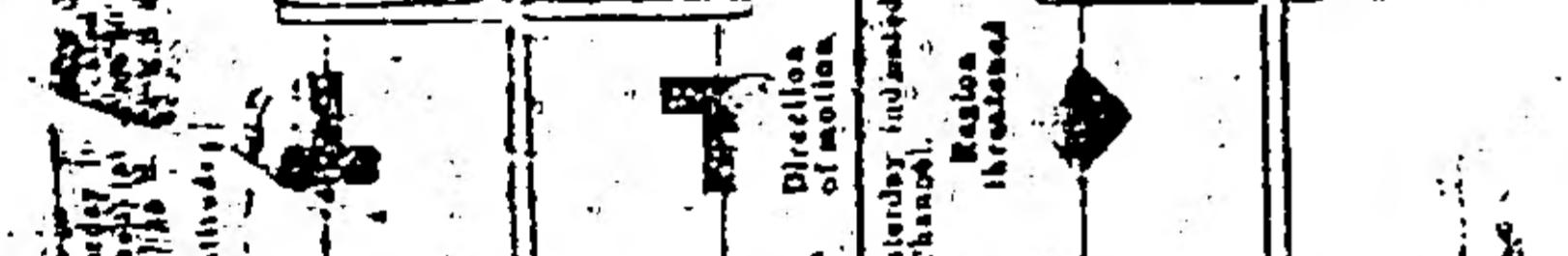
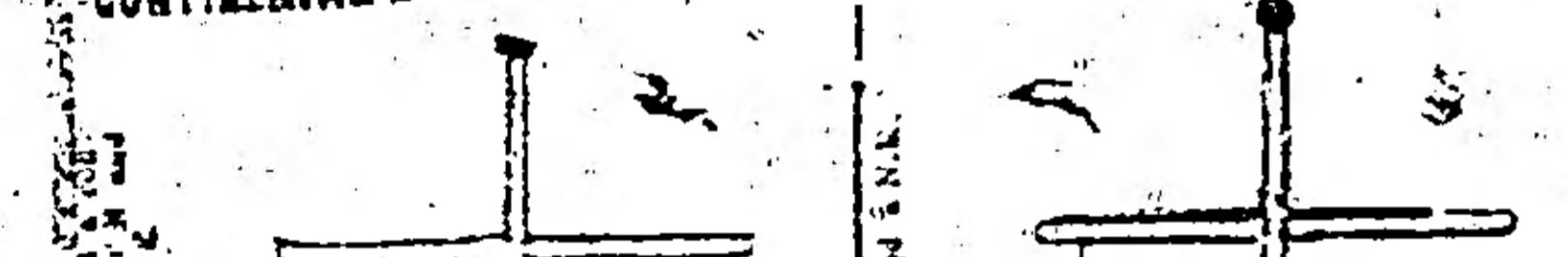
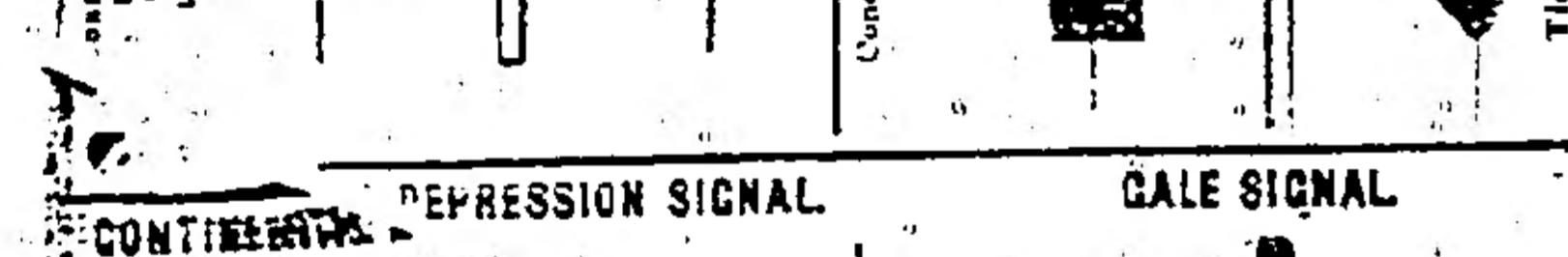
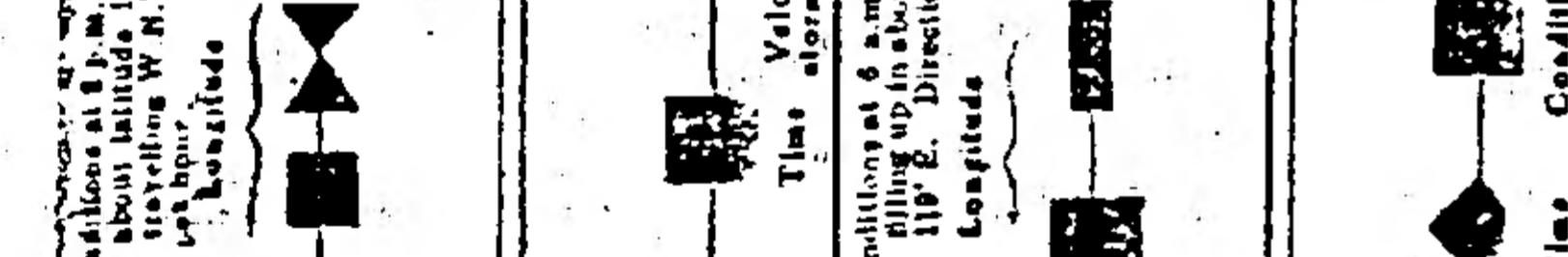
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The lowest symbol of group (2) indicates the time at which the centre was in the region signalled.

The upper symbol of group (3) indicates the region threatened; the middle symbol the direction from which the gale is expected, and the lowest symbol the time at which gale conditions were first observed.

TYPHON SIGNAL.

**EARLIER TELEGRAMS.****THE BALTIMORE QUESTION.****U.S. STRIKES.****THE STEEL TRADE AFFECTED.**

The Iron Age of August says—

Doctor Bisseneck, Lettish representative in London, interviewed by Reuter dwelt on Latvia's difficult situation owing to the Allies not furnishing indispensable munitions, accentuated by the British evacuation of North Russia. His Government consequently was unable to reject the Bolshevik peace overtures conditionally on the Bolsheviks evacuating Lettish territory.

Reuter's correspondent at Copenhagen learns from an official Lettish source that the Baltic States are considering peace in close touch with the Allied representatives. Baltic statesmen have gone to Riga where it is understood a Baltic Alliance is being discussed in conjunction with the Finnish representatives.

Reuter trade picked up toward the end of July after a quiet fortnight. The placing of 150 locomotives for Poland with the Baldwin Locomotive Works which accepts ten-year equipment notes, came after long negotiations. Orders for 8,000 to 10,000 cars are expected to follow, but the arrangements of a car trust may be long drawn out. Thus far manufacturers have been more active than bankers on these European deals and the need of strong leadership has been wanted.

A fully financed enterprise, the Tata Steel Works in India, is figuring on American Steel for large additions which will take nearly nearly 20,000 tons of structural shapes. British works cannot meet the deliveries wanted.

There is some confusion in news from Europe, with unconfirmed reports of American capital figuring. Americans, for example, are reported to have acquired control of an Austrian steel plant. Thirty steamers are expected soon to load Swedish ore for German blast furnaces.

Shipyard developments have been important. Standard Oil fruit company and trolley orders represent upward of 20,000 tons of plates. The Steel Corporation's notable programme, now in process, calls for eleven ships to be built at its Federal yard and ten at its Mobile yard.

Chicago makers of rail carbon bars advanced their prices \$2 because of the high price of rolling rails. Large structural rivets and boiler rivets have advanced \$4 a ton.

The tendency to advance pig iron prices is seen both in Southern and Buffalo district products. One Southern producer put up prices 75 cents from August 1.

SECRET FOREIGN MONEY.**TO FOMENT UNREST IN ENGLAND.**

The authorities at Scotland Yard claim to have definite information that foreign money has been sent to England for the purpose of financing agitations with the object of stirring up strife and overthrowing the existing system of Government.

One of the heads of the recently formed Special Service Branch at Scotland Yard, of which Sir Basil Thomson is director, informed a *Daily Chronicle* representative that an attempt made by Bois Kun to smuggle several thousands of pounds into England for this purpose had recently been discovered.

"You can take it from me," said the official, "that the Bolsheviks are sending money over here."

"About two weeks ago a Norwegian came over bringing with him Russian money amounting to nearly £6,000. He delivered it to a minor revolutionary leader. Within a very short space of time the emissary was discovered, and made a full confession. He has since been deported to Norway."

"The individual concerned denied that he ever received the money, but there is no doubt at all about the facts."

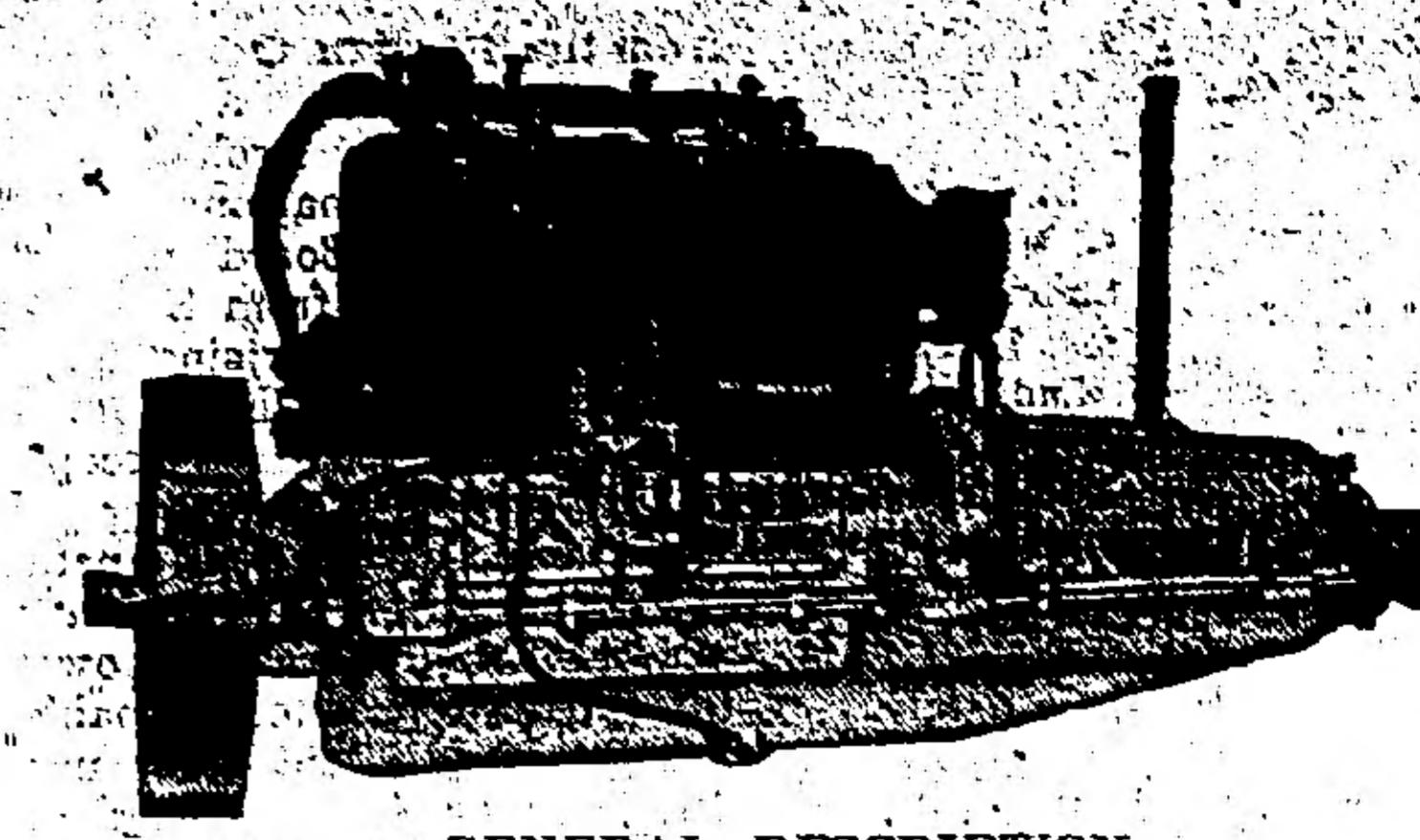
"It has also been ascertained that the money came originally from Bois Kun."

A well-known authority, with a long experience of investigation work, with whom a representative of the *Daily Chronicle* discussed the matter, expressed the opinion that this was by no means the first attempt of the kind that had been made.

"Very little success has been achieved," he declared, "on account of the vigilance of the authorities. A strict watch is still kept at all the ports, and it is extremely difficult for unscrupulous to get into the country."

TUTTI'S.**RED WING THORUBBED.**

THE MARINE MOTOR WITH POWER TO SPARE

**GENERAL DESCRIPTION.**

This motor is a four cycle, four cylinder L head type motor. In general appearance it is compact and clean cut, yet there has been incorporated the greatest degree of accessibility for such adjustments as daily service requires. Careful design and manufacture under the most rigid system of inspection and final test ensures a motor of extreme refinements, that is quiet, smooth running and powerful with the added and very important feature of economy of operation. The large valves, free intake and exhaust passages and carefully balanced and light weight reciprocating parts make this motor unusually powerful at the slow speeds as well as the higher speeds up to 1400 R.P.M. There is no unpleasant vibration at the high speeds.

In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such feature as bearing area, water jacket volume and connecting rod & crank shaft strength. Lubrication is direct and positive. The use of accurately graduated, helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make one of unusual silence in operation.

4 MODELS IN STOCK—14 TO 40 HORSE POWER.

SHEWAN TOMES & CO. MOTOR DEPARTMENT.
Garage No 7 Russell St. Phone 659.

**Is The Finish Of Your Car Dirty, Grimy And Unsightly?**

DO you know that you, yourself, can make it look almost like new, and save the cost of revarnishing? All you need is Johnson's Cleaner and Johnson's Liquid Prepared Wax.

JOHNSON'S CLEANER

really cleans. It entirely removes all stains, grease, scum, tar, road-oil, alkali, etc. Even those spots that are ground in—mud freckles—and surface scratches you thought were permanent—will disappear like magic under Johnson's Cleaner.

Perfectly Harmless

Johnson's Cleaner contains no grit or acid—it cannot scratch or injure the finest finish—simply cleans and prepares it for the polish. No matter what kind of a body polish you use, you will never get good results unless the surface is clean—and for this purpose there is nothing equal to Johnson's Cleaner.

Easy and Quick

It requires no experience and but a few minutes' time to use Johnson's Cleaner. It always gives satisfaction on the finest finish or on an inexpensive car.

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

Queen's Buildings

SOLE AGENTS.

Many men have been turned back who, it is believed, were carrying funds from the Bolsheviks to their friends in England and the individual who has just been deported must have exercised considerable ingenuity to effect a landing.

"It is very doubtful whether the law is sufficiently strong to enable the Government to secure a conviction against anyone who accepts foreign money for the purpose of fomenting industrial unrest."

NOTICE.**SAVARESSES SANE VATE CAPSULES**

PHARMACEUTICAL COMPANY LTD. LTD.

NOTICES

YOUR TELEPHONE!

THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE; HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES:

WHEN CALLING, SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVES AND THE NINES WHEN ANSWERING, ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

THE CHINA & JAPAN TELEPHONE & ELECTRIC COMPANY LIMITED

Sole Agents
THE
CONNAUGHT
MOTOR CAR
COMPANY,
Studebaker
Tel. No. 1913.
28, Des Voeux Rd.
Central.
G.P.O. Box 444.

A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car
At a price within the reach of all.

A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially solicited.

SHELL
MOTOR SPIRIT
The Asiatic Petroleum Co. (South China) Ltd.

JAMES STEER.
9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.
TEL 2877.

TEL 2877.

PRICKLY HEAT
THE MOST CONVENIENT
AND EFFECTIVE REMEDY
IS

IZAL IN THE BATH.

Directions One tablespoonful ($\frac{1}{2}$ oz.) of Izal
to every 5 gallons of Water.

IZAL is obtainable at all the local dispensaries.

JUST ARRIVED

A large selection of
FILET LACE TABLE COVERS - ROUND & SQUARE,
SWATOW DRAWN WORK & SILK EMBROIDERIES,
ALL KINDS OF LADIES' FANCY GOODS.
FOR WHOLESALE AND RETAIL
PRICES MODERATE.

SWATOW DRAWN WORK CO.,
Tel. No. 2260. No. 14, Des Voeux Rd. (Ctly.)

NOTICE

Yorkshire Insurance Co., Limited.

ESTABLISHED 1884.

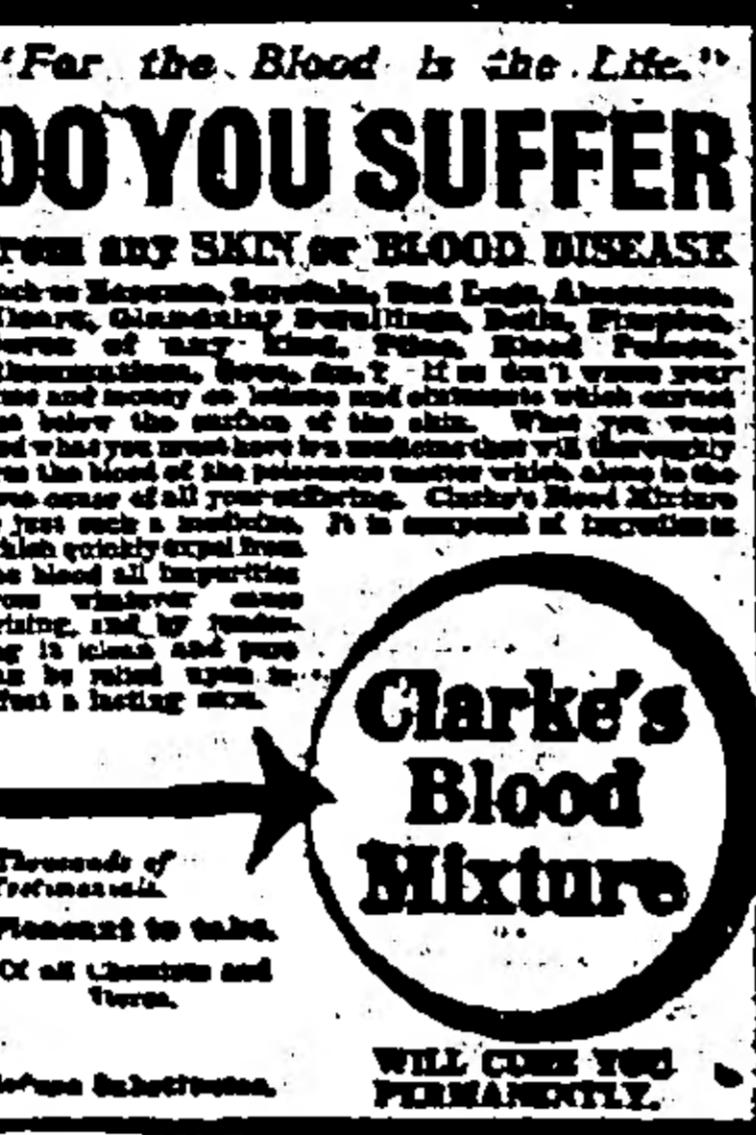
The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO.

AGENTS.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

THE CHINA & JAPAN TELEPHONE & ELECTRIC COMPANY LIMITED



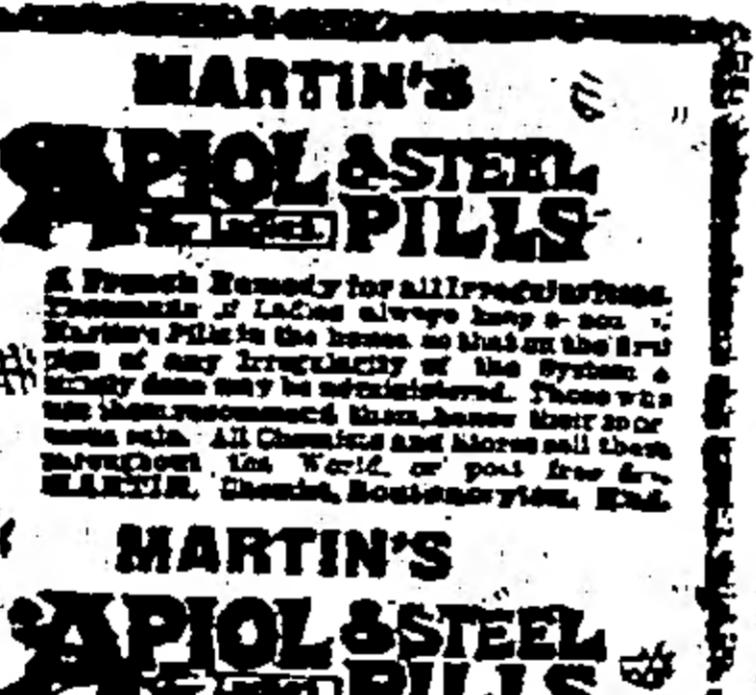
THE HONGKONG & SOUTH CHINA WAR SAVING ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON, LTD.
Honorary Secretaries & Treasurers
Hongkong, 15th January 1919.

RAMSAY & CO.
WE HAVE A LARGE SELECTION OF TYPEWRITER REPAIRS WHICH ARE EXECUTED BY EXPERT MECHANICS.

WE ARE IN THE BEST POSITION TO SUPPLY TYPEWRITER REQUISITES.
SEND US YOUR ORDERS FOR RIBBONS, CARBON PAPER, ETC.



SELLING.
4/13/6
Demand 4/11/16
30 d/s 4/13/16
60 d/s 4/15/16
4 m/s 4/2/16
T/T Shanghai Nom.
T/T Singapore 175
T/T Japan 165½
T/T India Nom.
Demand, India Nom.
T/T San Francisco & New York 85
T/T Java 222
T/T Marks Nom.
T/T France 7.30
Demand, Paris —
BUYING.
4 m/s L/C 4/2/4
4 m/s D/P 4/3
6 m/s L/C 4/3/4
30 d/s Sydney and Melbourne 4/3/4
30 d/s San Francisco & New York 86½
4 m/s Marks Nom.
4 m/s France 7.50
6 m/s France 7.56
Demand, Germany —
Demand, New York 85½
T/T Bombay Nom.
Demand, Bombay —
T/T Calcutta Nom.
Demand, Calcutta —
Demand, Manila 177½
Demand, Singapore 175
On Haiphong — Nom.
On Saigon — Nom.
On Bangkok — Nom.
Sovereign 4.80 Nom.
Gold sovereign per Tael 34.40
Price per oz 22
Forward

SUBSIDIARY COINS.

DISCOUNT PER \$100.
Hong Kong 50 cts sub. \$107.00
10 " " \$97.00
5 " " \$92.00
C. coins 89½.00

GENERAL DRAPER

32 & 34 Wellington Street

Branch 23 Nathan Road

Kowloon

TEL. 1462

BANKS

BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK).

Subscribed Capital — Frs. 75,000,000
Paid up — 37,500,000
(1/3 of the Capital is Fr. 25,000,000, subscribed by the Government of the Chinese Republic.)

Chairman of the Board of Directors: Andre Berthelot
General Manager: A. J. Fernotte

HEAD OFFICE
74, Rue Saint-Lazare, PARIS

BRANCHES
Peking

Shanghai Saigon

Tenmen Hangchow

Hongkong Yunnanfu

Hainan Vladivostok

Canton Foochow

Marseille

RANKERS: Societe Generale pour le Developpement du Commerce et de l'Industrie en France

IN LONDON: The London County West Minister and Park's Bank Ltd.

The London Joint City and Midland Bank Ltd.

IN NEW YORK: Redmond & Co.

Correspondents in the chief commercial centres of the world.

TELEGRAPHIC ADDRESS:
CHIRANKIND

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold.

Terms on application.

Every description of Banking and Ex-

change business transacted.

Special facilities for French exchange.

M. MOUET DE JOURNEL Manager,

HONGKONG BRANCH,
Queen's Building,

3, Crater Road. Tel. 2440

PEAK TRAMWAYS CO. LTD.

TIME TABLE
WEEK, DAYS.

100 a.m. to 4.30 p.m. Every 15 min.
100 " " 10.30 " 15 min.
100 " " 12.45 " 15 min.
100 " " 1.45 " 15 min.
100 " " 2.45 " 15 min.
100 " " 3.45 " 15 min.
100 " " 4.45 " 15 min.

NIGHT CARS

8.30 p.m. to 9.00 p.m. 9.30 p.m. to 11.00 p.m. every 30 minutes 11.45 p.m.

SATURDAY EXTRA CARS.

12.00 midnight.

SUNDAYS.

1.30 a.m. to 10.30 a.m. Every 15 min.

10.30 " 11.30 " 15 min.

11.30 " noon 15 min.

12.00 p.m. to 3.00 p.m. 15 min.

3.00 " 4.00 " 15 min.

4.00 " 5.00 " 15 min.

5.00 " 6.00 " 15 min.

6.00 " 7.00 " 15 min.

NIGHT CARS

As on Week Days.

SPECIAL CARS

By arrangement at the Company's Office
Alexander Building, Des Voeux Road
JOHN D. HUMPHREYS & SON

理 代 泰 量 马

A Finer Milk Food for Infants.

Invalids and Nursing Mothers cannot

be Obtained.

A large consignment to hand.

Prices very moderate.

SHIU FUNG TAI & CO.

Agents:

For Hongkong and South China

No. 47 & 48, Connaught Road Central,

Hongkong.

Telephone Nos. 1238 & 2230.

EXCHANGE.

SELLING.

4/13/6

Demand 4/11/16

30 d/s 4/13/16

60 d/s 4/15/16

4 m/s 4/2/16

T/T Shanghai Nom.

T/T Singapore 175

T/T Japan 165½

T/T India Nom.

Demand, India Nom.

T/T San Francisco & New York 85

T/T Java 222

T/T Marks Nom.

T/T France 7.30

Demand, Paris —

BUYING.

4 m/s L/C 4/2/4

4 m/s D/P 4/3

6 m/s L/C 4/3/4

30 d/s Sydney and Melbourne 4/3/4

30 d/s San Francisco & New York 86½

4 m/s Marks Nom.

4 m/s France 7.50

6 m/s France 7.56

Demand, Germany —

Demand, New York 85½

T/T Bombay Nom.

Demand, Bombay —

T/T Calcutta Nom.

Demand, Calcutta —

Demand, Manila 177½

Demand, Singapore 175

On Haiphong — Nom.

On Saigon — Nom.

On Bangkok — Nom.

Sovereign 4.80 Nom.

Gold sovereign per Tael 34.40

Price per oz 22

Forward

DISCOUNT PER \$100.

Hong Kong 50 cts sub. \$107.00

10 " " \$97.00

5 " " \$92.00

C. coins 89½.00

DISCOUNT PER \$100.

Hong Kong 50 cts sub. \$107.00

10 " " \$97.00

5 " " \$92.00

C. coins 89½.00

NOTICES.



Have Unusual Qualities and an Individuality that

at once create a preference for this Exquisite Brand.

This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

SHIPPING.

ARRIVED.

VESSELS
Capt. Mc-Tung Shing, 1175, Br.—Mooring—Aish, Canton, J. M.—B 32.
Hangchow, 999, Br., Capt. Mc-Eachran, Shanghai, B. & S.—Mooring—C 31.
Huichow, 1242, Br., Capt. Shane, Canton, B. & S.—Mooring—C 44.

Nam Wan, 270, Port, Capt. Costa, Hoihow, Fai Fung.—Mooring—C 39.
Kashima Maru, 1473, Jap., Capt. Sako, Canton, Dodwell—Mooring—B 27.
Uruga Maru, 1288, Jap., Capt. Tahamura, Miike, B. K.—Mooring—A 28.
Kaga Maru, 3597, Jap., Capt. Segawa, London, N. Y. K.—Mooring—K Wharf.
Taishun, 1216, Ch., Capt. Westerland, Canton, China Merchant—Mooring—K Wharf.
Yuet Shang, 394, Ch., Capt. Ross, Swatow, Po Lee—Mooring—K Wharf.
Kung Hong, 185, Ch., Capt. Chan Chai, Shamian, Pak Hang—Mooring—K Wharf.
Kwang Lee, 1468, Chinese, Capt. Sangster, Shanghai, China Merchant—Mooring—K Wharf.

VESSELS CLEARED.

Kashima Maru for Chin Wan Tao
Kaga Maru for Kobe
Gabolon for Treiste
Kwang Lee for Canton
Taksang for Haiphong
Haitan for Foochow

METEOROLOGICAL.

Pressure
Day On Date
10.00 a.m. 29.93 29.97 29.96
Temperature
81° 75° 71°
Humidity
53° 72° 46°
Wind Direction ENE ENE E
Force 4 4 5
Westerly 0.00 0.00 0.00
Wind Gusts 0.00 0.00 0.00
Barometer
10.00 a.m. 29.93 29.97 29.96
Temperature
81° 75° 71°
Humidity
53° 72° 46°
Wind Direction ENE ENE E
Force 4 4 5
Westerly 0.00 0.00 0.00
Wind Gusts 0.00 0.00 0.00
Clouds
10.00 a.m. 80% 85% 80%
M.R. Observations, Sept. 19, 1919
M.R. Observations, Sept. 19, 1919

POST OFFICE.

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated, and where mails are advised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAIIS.

Europe via Suez—Per BENDORAN, 19th Sept.
Strait—Per JAPAN, 20th Sept.
Manila & Australia—Per NIKKO MARU, 21st Sept.

Japan—Per HWAHWU MARU, 22nd Sept.
Shanghai—Per SUNNING, 22nd Sept.

OUTWARD MAIIS.

TO-MORROW.
Shanghai, N.C. and Japan, via Kobe—Per KAGA MARU, 20th Sept., 10 a.m.

Weihaiwei, Chefoo & Tientsin—Per HUICHOW, 20th Sept., 11 a.m.

Macao—Per SUI TAI, 20th Sept., 1.30 p.m.

Java & Port Moresby via Sourabaya—Per HAICHING, 23rd Sept., 11 a.m.

SUNDAY, 21ST SEPTEMBER.
Macao—Per SUI AN, 21st Sept., 8.30 a.m.

Saigon—Per PHEUMPHENH, 21st Sept., 9 a.m.

Swatow, Amoy and Foochow—Per QUINNEBAUG, 23rd Sept., noon.

Wednesday, 24TH SEPTEMBER.
Philippine Islands, Australia & New Zealand via Thursday.

Swatow and Straits—Per LINAN, 21st Sept., 9 a.m.

Shanghai and North China—Per SHAM, 22nd Sept., 9 a.m.

PASSENGERS DEPARTED.

Per s.s. IYO MARU, from Hongkong.

Bricteux Mrs Grandmaison Le Cour
Bricteux Mr Jackson J R
Talbot Kettlewell Mrs
Be Le Bachitve M McGill H
Bradford Mr & Makeef Pierre
Mrs De
Dymock Montrymowicz
Loe H P
Eas Mr & Mrs T Norrendzajanz
W Van Nanhai
Economou Mrs Olsen Mrs A M
Olsen Master O
Easton Mr & Mrs E
Economou Mr Paul E
R Parkin
Economou R Goldschmidt Otto
Grandmaison Mrs
Jacoviell A
Philippe A Rashid A
Sims Mr & Mrs
Soubatchiche Upelneek K
Wesclinski W

MONDAY, 22ND SEPTEMBER.

Japan via Nagasaki—Per NIKKO MARU, 22nd Sept., 9 a.m.

Japan via Nagasaki, Canada, U.

S., Central & South America

and EUROPE VIA VICTORIA

B.C.—Per FUSHIMI M.

22nd Sept., Reg. 845 a.m.

Letters 9.30 a.m.

TUESDAY, 23RD SEPTEMBER.

Swatow and Bangkok—Per LU-

CHOW, 23rd Sept., 9 a.m.

Hoihow, Pakhoi & Haiphong—Per

KAIFONG, 23rd Sept., 10 a.m.

Java & Port Moresby via Soura-

baya—Per HAICHING, 23rd

Sept., 11 a.m.

Shanghai and North China—Per

SHANTUNG, 23rd Sept., 11 a.m.

Swatow, Amoy and Foochow—

Per QUINNEBAUG, 23rd

Sept., noon.

Wednesday, 24TH SEPTEMBER.

Philippine Islands, Australia &

New Zealand via Thursday.

Swatow and Straits—Per

LINAN, 21st Sept., 9 a.m.

Shanghai and North China—Per

SHAM, 22nd Sept., 9 a.m.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Banks n. 675

Marine Insurances. 440

Cantons b. 200

North China n. 217½

Unions n. 280

Yangtzea n. 23

Far Easterns b. 138

Fire Insurances. 345

Douglas s. 93

Steamboats b. 24½

Indos (Pref.) n. 32

Indos (Def.) b. 185

Shells b. & sa. 180

Ferries n. 34½

Shipping.

Kailans b. 60/

Langkats b. 21½

Shanghai Loans b. 21½

Shai Explorations b. 2.10

Raubs b. 44/5

Tronhos b. 47/6

Refineries.

Sugars n. 180

Malabons n. 46

Mining.

Kailans b. 120

Langkats b. 9½

Shanghai Loans b. 175

Shai Explorations b. 90

West Points b. 93

Cotton Mills.

Ewos b. \$360

Kung Yiks b. \$32½

Lau Kung Mows b. \$250

Orientals b. \$120

Shai Cottons b. \$230

Yangtszeopos b. \$17½

Miscellaneous.

Cements n. 8.10

China Boneos 12½

"Do. Light b. old 7½ new 3½

China Providents 8½

Dairy Farms 29

Electrics H.K. 84

Electrics Macao 34

Hongkong Ropes 30

H.K. Tramways 8½

Peak Trans. old 7½

"Do. new n. 80 cts.

Steam Laundries b. 3½

Steel Foundries b. 10½

Water-boats s. 15½

Watsons b. 5½

Wm. Powells b. 12

Wisemans b. 29

NOTICE.

MITSUBISHI SHOJI KAISHA, LTD.

(MITSUBISHI TRADING CO.

COAL, GENERAL IMPORTS AND

EXPORTS.

SOLE PROPRIETORS OF

TAKASHIMA, OCNI, MUTASE, KISHIBAE,

YOKOHOMA, NOJO, HAMAZUTA, SATO,

KARABA, SHIBA, KAWABE, RIBA,

AND OTSUBA COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:

NAGASAKI, KARATSU,

WAKAMATSU, MOJI, KURE, KOBE,

OSAKA, TSUBUGA, NAGOYA,

YOKOHAMA, TOKIO, HAKODATE,

MURORAN, OTARU, VLADIVOSTOK,

PEKING, TIENSIN, Dairen,

TSINANFU, HANKOW, SHANGHAI,

TAIPEH, HONGKONG, CANTON,

HAIPHONG, MANILA, SINGAPORE,

CALCUTTA, LONDON & NEW YORK.

Cable Address—

Hongkong—"IWASAKI"

Canton, Haiphong—

"IWASAKI"

Codes—Al, A.B.C. 5th Ed.

Western Union and Bentley's

AGENCY FOR THE OSAKA

MARINE AND FIRE INSURANCE